Gov. Do
Canad
P

SESSIONAL PAPERS

VOLUME 11

THIRD SESSION OF THE ELEVENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1911

1230-4
9/7/11

VOLUME XLV.

See also Numerical List, Page 7.

ALPHABETICAL INDEX

TO THE

SESSIONAL PAPERS

OF THE

PARLIAMENT OF CANADA

THIRD SESSION, ELEVENTH PARLIAMENT, 1911.

A

Accidents on I.C.R.. .. ..83, 83*a*
Acton Vale, Post Office at.. 86
Accidents on railways.. 145
Admiralty Court in Nova Scotia.. 107
Adulteration of Food.. 14
Advalnrem Duty.. 75
Agriculture, Annual Report.. 15
Agriculture and other products.. 173
Alaskan Boundary Commission, Report of.. 139
Alberta and Saskatchewan, control of lands, &c... .. ..106, 106*a*
Alberta and Saskatchewan, sale of lands in.. 133
Alberta and Saskatchewan Fisheries Commission.. 211
Aliens in the service of the Government 198
Annuities, Government.. 47
Astronomer, Chief, Report of.. .. .. 25*a*
Atlantic, Quebec and Western Railway.. .. ..89, 128, 128*b*
Athol Post Office, mail route.. 105
Atlantic Fisheries, Hague Award.. .. .. 97*b*
Atlantic Service, Fast.. 200
Auditor General, Annual Report.. 1
Australian Commonwealth, Reciprocal Trade with.. 109

B

Baby Farm, correspondence relative to.. 126
Banks Chartered.. 6
Bankers' Association, Rules, &c., of.. 153
Banks, Unpaid Balances in.. 7
Barnhill, Major J. L.. 185
Barracks Site at Toronto.. 126
Battlefields Commission:—
Memorandum respecting Finances.. . 58
Report from.. .. . . 58*a*
Report made to Government.. .. .. .. 58*b*
Appointment of Members of.. .. .. 58*c*
Medals struck by.. .. .. 58*d*
Beauharnois Canal, Lighting of.. .. .. 98*a*
Beauharnois Canal, Sums paid by Concessionaries.. .. ..98*b*, 98*c*
Bear River, N.S., Rifle Range at.. 183
Bituminous Coal, imported.. 205
Boot Last Blocks.. 66
Bonds and Securities 49
British Canadian Loan and Investment Company 104
Bryce, Dr. P. H., Report of.. .. .. 25*c*
Burk's Falls, Wharf at.. 111
Butter and Eggs, Imported, and Prices of.. .. .. 173, 179*a*, 179*b*
By-Elections.. 18

C

Cab Hire and Street Ry. Fares in Ottawa.. 175
Canada and West Indies, Trade Relations.. 38
Canadian Atlantic Fishermen 84
Canadian Bankers' Association, Rules, &c. 153
Canadian Light, Heat & Power Co... .. 98*a*
Canadian Pacific Railway:—
Orders in Council, &c., &c. 55
Lands sold by.. .. .. 55*a*
Bridge at Lachine 80
Canadian Trade 10*e*
Canadians Accepted in Navy.. .. .. .. 56*a*
Canal Statistics 20*a*
Carrier & Lainé, Lévis, Expropriation of Property of .. .. p.p. 87, 87*a*, 87*b*, 87c, 87*d*
Census, Methods of taking 189, 189*b*, 189c
Census Schedules 189*a*
Charing Cross Bank 189
Chartered Banks 6
Chrysler, F. H., K.C., monies paid to.. 118
Chinese Frauds on Pacific Coast.. 207
Civil Service:—
Appointments and Promotions, Commissioners' Annual Report 31
List 30
Insurance Act 43
Employees at Ottawa 135
Clayoquot Life Saving Station 68
Comparative Prices, Canada and United States 36*b*
Coal Imported 205
Conciliation Board 202
Conference at Washington, *re* Fisheries 97, 98*a*
"Coquette", Trawler 85
Conservation Commission, &e. 52
Contract for Bridges 77
Creighton, W. O., Farmers' Delegate .. 76*g*
Criminal Statistics.. 7
Cumberland Coal and Railway Co. 72
Curator's Reports on Banks 152, 152*a*
Curran, R. E., Railway Mail Clerk.. .. 160
Customs Department, Annual Report.. 11
Customs Entries at Vancouver 102
Custom House Employees, Montreal.. .. 69
Customs Tariff Act 70, 75, 102*a*

D

Dairy and Cold Storage Commissioner.. 15*a*
'Daily Telegraph,' Quebec, monies paid to.. 147
Davis, M. P., Contractor.. .. .. 137*a*
Debates, Publication and Distribution of... .. ..115, 115*a*
De Courcey, Mr., amounts paid to.. ..74*j*, 74*e*
Deep Brook, N.S., Wharf at.. 193

D

Departments, obliged to Report to Parliament.. 127
Destructive Insects.. 51
Dickie Martin, Appointment of.. 185
Dividends unpaid in Banks.. 7
Divorces granted by Parliament, &c...116, 168
Dominion Lands, Survey.. .. .. ..60, 60*a*, 60*b*
Dominion Police.. 81
Dominion Lands.. .. ..96, 96*a*, 96*b*
Dominion Navies, Status of.. .. .. .. 208*a*
Drill Halls, or Armouries, contributions to.. 129
Drolet, Jean, amounts paid to.. .. .. .. 74*h*
Dussault & Lemieux, amounts paid to.. 93*d*
Dutch Loan Company.. 95

E

Eclipse Manufacturing Co., monies paid to.. 180
Elections, House of Commons.. 18
Electric installation at Quebec.. 117
Electric Light, inspection of.. 13
Elbow River, Water Power on.. .. ..123, 123*a*
Employees, Sessional, House of Commons.. .. .. 103*a*
Employees of Government at Montreal 69*a*
Employees of Government in Municipal Affairs.. .. ..195, 195*a*
Erie, Lake, and Great Lakes System.. 54
Estimates.. .. ..3 to 4, 5, 5*a*, 5*b*, 5*e*
'Essex Record,' monies paid to.. .. .. 74*m*
Excise Revenue.. 12
Exchequer Court Rules.. 197
Experimental Farms.. 16
External Affairs, Annual Report.. .. .. 29*b*

F

Farmer's Bank, Papers relating to..110, 110*a*
Farmers' Delegation.. 113
Fast Atlantic Service.. 200
Fisheries, Annual Report.. 22
Fish landed.. 84
Fisheries Act, changes in.. .. .. 97*a*
Fishery Bounty, names of persons receiving.. .. ..158, 158*a*
Fisheries Commission, Manitoba, Report of.. 174
Fisheries Commission, Alberta, Interim Report.. 211
Fishing in the Bays, Rights of.. 62
Fisheries Officers, Names, Salaries and Duties of.. 165
Fishery Regulations, Breaches of.. ..91, 91*a*
Fishery Wardens in Victoria Co., N.S. 165*a*
Food, Adulteration of.. 14
Forest Reserve Act.. 61
France, Trade Relations with.. .. .. .. 10*a*

F

French, Genl. Sir John, Report of.. .. .. 35a
Fruit and Vegetable Growers, Deputation of.. .. .. 113a

G

Gas, Inspection of.. 13
Geographic Board.. .. .. 21a
General Orders, Militia.. 41
Geological Survey, Report.. 26
Germany, Trade Relations with.. .. .. 10a
Georgian Bay Canal.. .. ..98, 98c
Glace Bay, Bait Association.. 177
Governor General's Warrants.. 42
Godleib, Said, Detention of, at Grosse Isle.. 167
Grain Statistics.. .. .. 10d
Grand Trunk Railway Co., Strike on..72a, 72b
Greenway, Thomas, Correspondence with 96b
Guysborough 'Times,' Postal Privileges 187

H

Hague Tribunal Award.. .. .. 97b
Haney, Quinlan & Robertson.. .. .. .. 77a
Harbours and Rivers, Amounts Expended on.. 184
Harbour Commissioners.. 23
'Herald,' Montreal, amounts paid to.. 74a
Hickman, W. A., Immigration Agent.. 76h
Holmes, Rt. Rev. Geo., D.D.. .. .. 130a
House of Commons:—
Internal Economy.. 46
By-Elections.. 18
Sessional Employees.. 103
Hydrographic Survey.. .. .. 25a

I

Ice Formation on the St. Lawrence.. .. 21b
Immigration, Interior Report, Part II.. 25c
Immigration:—
Japanese Immigrants.. 76
Special Agents.. .. .. 76a
Number of Arrivals.. .. .. 76b
Claims of Restaurant Keepers.. .. .. 76c
Complaints against J. Dery.. .. .. .. 76d
Complaints against Restaurant Keepers.. .. .. 76e
Letter by Mr. L. Stein.. .. .. 76f
Payments to W. O. Creighton.. .. .. 76g
Payments to W. A. Hickman.. .. .. .. 76h
Imperial Conference, Minutes of.. 208
Imperial Conference, Admiralty Conferences 208a, 208b, 208c
Imperial Conference, Military Conference.. .. .. 208d
Imperial Conference Secretariat, &c.. .. 176
Importations from the United States..131, 131a
Imports and Exports, 1846 to 1876.. .. .. 109c

I

Indian Reserves, Petroleum on.. 53
Indian Affairs, Annual Report.. 27
Indian Reserve, St. Peters.. .. ..71, 71a
Inland Revenue, Annual Report.. 12
Insect Pests.. 57
Insurance Act, Civil Service.. 43
Insurance, Annual Report.. 8
Insurance, Abstract.. 9
Intercolonial Railway, Accidents to Trains.. .. ..83, 83a
Intercolonial Railway, Renewal Equipment.. .. .. 83b
Intercolonial Railway, Maintenance Account.. .. .. 83b
Intercolonial Railway, Sleepers for.. .. 83c
Intercolonial Railway, East and Westbound Traffic.. 203
Internal Economy.. 46
International Waterways.. .. ..54, 54a
International Naval Conference.. .. .. 56m
'International,' Dredge, Work done by.. 93d
Interior, Annual Report.. 25
Inquiry Public Printing and Stationery. 39
Irrigation Grant, the Percy Aylwin.. .. 192
Irwin, Fanny Louise, Timber on Homestead of.. 132

J

Japanese Immigrants.. 76
Japan, Treaty with.. .. ..95d, 9
Jetté, His Honour, Judge, Administrator of Quebec.. 114
Journals, Distribution of.. .. .. 115b
Judges Residences in the Prov. of Quebec.. 170
Judges, Appointment of.. 199
Justice, Annual Report.. 34

K

Kelliher and Gordon, Agreement re N. T. R.. .. .. 77h
Kingston Firms, Supplies, &c., purchased from.. 156
Krenzer, J., Correspondence with.. .. .. 96b

L

Labour, Annual Report.. 36
Labour, Department of, Correspondence re Quebec Bridge.. .. .. 137c
Labour Gazette, Mailing List of.. 92
Lake, Genl. Sir P. H. N., Report of.. .. 35b
Lands, Dominion.. .. ..96, 96a, 96b
Laliberté, J. B., amounts paid to.. .. 146
La Patrie, amounts paid to.. .. .. 74d
La Presse, amounts paid to.. .. .. 74e
Law Firms, amounts paid to.. 99
La Vigie, amounts paid to.. .. .. 74c

L

Le Canada, amounts paid to.. .. .. ..74*f*, 74*k*
Letourneau, Louis, amounts paid to.. .. 148
Le Soleil, amounts paid to.. .. .. 74*b*
Letter Carriers in New Westminster.. .. 166
Lighthouse Keepers on River St. Lawrence.. .. ..94, 94*a*
Library of Parliament, Annual Report.. 33
List of Shipping.. .. .. 21*c*
Lobster Fishery Regulations.. 48
Long Sault, Works at.. .. ..157, 157*a*
Louisburg, Bait Freezers at 177*a*

M

Mahone Bay, Dismissal of Sub-collector at.. 161
'Manchester Engineer,' Stranding of. .. 182
Malboeuf, Jos. William, Half-breed Scrip, issued to.. 130
Manitoba Boundary.. 57
Manitoba Fisheries Commission.. 174
Manitoba and South-eastern Railway Co. 196
Marine, Annual Report.. 21
Martineau Company, monies paid to.. . 74*g*
Measures, Inspection of.. 13
Montreal Herald, amounts paid to.. .. 74*a*
Militia Council, Annual Report.. 35
Militia, General Orders.. 41
Militia Council, Interim Report.. .. .. 35*c*
Ministers of the Crown, Travelling Expenses of.. 172
Mines, Report of Department.. .. .. .. 26*a*
Mint, Operations of the.. 73
Miramichi Bay, Dredging in.. .. .. 93*a*
Miscellaneous, Unforseen Expenses.. .. 44
Meat Packers of Ontario and Quebec, Memorandum by.. .. .. 113*b*
Montreal Herald, amounts paid to.. .. 74*a*
'Montcalm,' Trips Made by Steamer.. .. 169
Montreal, Government Employees at.. .. 69*a*
Mounted Police.. 28

Mc

McDougall, Rev. John.. .. .. 71*a*

N

National Battlefields Commission.. .. ..
National Transcontinental Railway:—
Sixth Report of Commissioners.. 37
Concrete used in Construction.. .. .. 77*f*
Contracts for Bridges.. 77
Contracts at Winnipeg and St. Boniface.. .. .. 77*m*
Cost of Structures.. .. .. 77*c*
Eastern Division, Expenditure on.. .. 77*o*
Engineering Staff on.. .. .. 77*a*
Estimated Cost; Actual Cost.. .. .. .. 77*i*
Honey, Quinlan & Robertson, Contract of.. .. .. 77*a*

N

Interim Report of Commissioners.. .. 77*k*
Kelliher and Gordon, Agreement between.. .. .. 77*h*
Length in Miles of each Division, from Moncton to Winnipeg.. .. .. 77*l*
Over-classification or over-allowance.. 77*n*
Payments to Contractors.. .. .. 77*e*
Quantities of each kind of Excavation 77*b*
Spur Line to Quebec.. .. .. 77*p*
Total Expenditure on.. .. .. 77*j*
Train-hauled Filling.. .. .. 77*d*
58, 58*a*, 58*b*, 58*c*
Napanee River, Dredging of.. 93
Natural Gas, on Six Nation Reserve.. 71*c*
Naval Service of Canada:—
Applications for Service in.. .. .. .. 56*c*
Allowances to Petty Officers, &c.. .. .. 56*f*
Canadians Accepted in Navy.. .. .. .. 56*n*
Deputy Minister and other Officers in 56*d*
Expenditure in Connection with.. .. .. 56*b*
Increase of Wages Authorized.. .. .. 56*g*
International Naval Conference in London.. .. .. 56*l*
International Naval Conference, Correspondence.. .. .. 56*m*
Names of Employees in.. .. .. 56*e*
Name, Tonnage, &c., of each Ship.. .. 56*j*
Orders in Council, Travelling Allowances, &c.. .. .. 56*k*
Petitions for Postponement of Adoption of.. .. .. 56*i*
Regulations *re* Entry of Surgeons.. .. 56*o*
Rules and Regulations for.. .. .. 56*h*
Regulations in, *re* Rates of Pay.. 56
Regulations in, *re* Issue of Clothing.. 56*a*
Nelson River Survey.. 196
Newmarket Canal, Correspondence, &c.. 204
New Westminster, Penitentiary at.. .. 112
Newspapers, sums paid to 64
Netherland Loan Co.. .. .. ..95, 95*a*, 95*b*, 95*c*
North Atlantic Coast Fisheries.. 97
Northwest Territories Act, Chap. 62.. .. 79
North Bay, Receipts from Wharf at.. 111
Northwest Territories, Commissioner for 181
North Atlantic Collieries.. 155

O

Office Specialty Manufacturing Co., monies paid to.. 180
Opening and Closing of Parliament.. .. 104
Opium Smuggling on Pacific Coast.. .. 207
Orders in Council *re* D.L.S. Act.. 60
Ordinance to rescind Cukon Ordinance 78
Ottawa Improvement Commisison, Report of.. 138
Ottawa River Storage, Progress Report.. 19*a*
Oyster Culture.. 67

P

Paris Exposition, Expenses Incurred for 206
Parliament, Opening and Closing of.. .. 104
Parrsboro, Post Office Building at.. .. 86a
Pelagic Sealing Treaty.. 210
Pelletier, Sir Pantaleon, Leave of Absence of.. .. ..88, 88a
Penitentiaries, Annual Report.. 34
Penitentiary at New Westminster.. .. 112
Percy Alwyn, Irrigation Grant 192
Petroleum and Gas Regulations.. 53
Phœnix Bridge Co., Payment by.. 82
Picard, O., & Sons, money paid to.. .. 74i
Police, Dominion.. 81
Police, Royal Northwest Mounted.. .. 28
Postmaster General, Annual Report.. .. 34
Powassan to Nipissing, Mail Route.. .. 171
Preston, W. T. R... .. ..95, 95a, 95b, 95c
Preferential Tarriff, Goods Imported under.. 142
Prince Edward Island, Winter Steamers 159
Prince Edward Island, Tunnel.. 188
Printing Bureau, Employees of.. 190
Printing, &c., Government.. 74
Provincial Control of Lands, &c.. ..106, 106a
Proclamation bringing into Force 'An Act to Amend the Ry Act.' 108
Public Accounts, Annual Report.. 2
Public Lands, &c., Disposition of.. ..141, 141a
Public Printing and Stationery.. 32
Public Printing and Stationery Inquiry 39
Public Works, Annual Report.. 19

Q

Quebec, Extension of Boundaries of.. .. 65
Quebec Oriental Railway.. 89, 128, 128a, 128b
Quebec Board of Trade, Resolutions by.. 122
Quebec, Temporary Employees at.. .. .. 120a
Quebec Bridge Co., Legal Existence of.125, 125a
Quebec Bridge, Tenders, &c., for.. ..137, 137a
Quebec Bridge, Engineers Appointed.. 137b
Quebec Bridge, Correspondence *re* Plans for New Bridge.. .. .. 137d
Quebec Bridge, Correspondence, Department of Labour *re*.. .. .. 137c

R

Railways Owned or Operated in United States by Canadian Railways.. 186
Railways and Canals, Annual Report.. 20
Railway Commissioners, Report of.. .. 20c
Railway Statistics.. .. .. 20b
Reciprocity with the United States.. from 59 to 59s
Reciprocal Trade with the Australian Commonwealth.. 109
Reconnaisance Survey of the Nelson River.. .. .. 19b

R

Retiring Allowances.. 45
River des Prairies, Dredging Work Executed.. .. ..93b, 93c
Royal Northwest Mounted Police.. 28

S

Samson & Filion, Quebec, monies paid to 124
Saskatchewan University, Land Grant for.. 143
Secretary of State, Annual Report.. .. 29
Senate, Cost of.. 100
Sessional Employees, House of Commons 103a
Seventh Military District, Complaint against Commandant.. 178
Seybold Building, Cost of Alterations and Repairs to.. 154
Shareholders in Chartered Banks.. 6
Sherwin-Williams Paint Co., amounts paid to.. 124
Shipping, List of.. .. .. 21c
Six Nation Reserve, Natural Gas on.. .. 71c
South Grey, Appointments in.. .. ..120, 120a
Southwest ¼ Section 10, Township 38.. 96
Stadacona Farm, Purchase of.. 191
Steamboat Inspection.. .. .. 23a
St. Peters Indian Reserve.. .. .. ..71, 71a, 71b
St. Pie, Post Office at.. 86
S.S. 'Minto,' 'Stanley' and 'Earl Grey,' Coal Purchased for.. .. ..136, 136b
Superannuation, &c.. 45
Surveyor General, Report, &c.. 25
Supplies bought from Firms in Kingston.. 156
Subsidized Steamship Services.. .. .. .. 10e
Subsidy Act, 1910.. 207

T

Tanguay, George, Lease of Government Property.. 140
Tanguay, George, Quebec, monies paid to 150
Tariff Relations with the United States 109a, 109b
Taschereau, C. E., Quebec, monies paid to.. 150
Topographical Surveys Branch.. .. .. .. 25b
Trade and Commerce, Canadian Trade.. 10c
Trade and Commerce.. 10
Trade and Navigation.. .. ..
Trade Relations, Canada and West Indies.. 38
Trade with Foreign Countries.. .. .. 10f
Trade with United Kingdom and Foreign Countries.. .. .. 10b
Trade Unions.. 50
Transcontinental Railway Commissioners.. .. ..37, 77k

T

Transcontinental Railway, Contract for Bridges.. .. ..77, 77*a*
Travelling Expenses of Ministers, &c.. 175*a*. 175*b*
Treaty of Commerce, &c., with Japan.95*d*, 95*e*
Treaty *re* Pelagic Sealing.. 110
Trent Valley Canal, Lease of Water Power on.. .. .. 98*d*
Trout Lake, Mail Route.. 171

U

Unclaimed Balances in Banks.. 7
Unforseen Expenses.. 44
United Kingdom, Trade Relations with 10*a*
United States, Trade Relations with.. .. 10*a*
United States Consuls in Dominion.. .. 101
University of Saskatchewan, Land Grant for.. 143

V

Vancouver, Customs Entries at.. 102
Vancouver Dry Dock Company.. 162
Vannutelli, Cardinal, Guard and Escort for.. 121
Veterinary Director General, Report of.. 15*b*

V

Vice-Regal Drawing Room, Correspondence *re*.. 63
Voters' Lists, Printing of.. 209

W

Walsh, E. J., C.E., Correspondence with 204
'Wanda,' Appraising of the.. 163
Warrants, Governor General's.. 42
Weights, Measures, &c.. 13
Weigher, Appointment of at Montreal 134
Wentworth, Constituency, Appointments in.. .. .. 120*c*
Welland Canal, Enlargement.. .. .. ..98, 98*c*
Western Coal Operators' Association.. 202
Wheat Exported from Canada.. 119
Winnipeg River, Water Power Rights on 144
Winnipeg, Parliament Site in.. .. ..194, 194*a*
Wireless Telegraph Stations.. 90
'Wren,' the Trawler.. 85

Y

Yukon, Ordinances of Council, 1909.. .. 40
Yukon, Ordinances Rescinded.. 78
Yukon, Ordinances of Council, 1910.. .. 40*a*

See also Alphabetical List, Page 1.

LIST OF SESSIONAL PAPERS

Arranged in Numerical Order, with their titles at full length; the dates when Ordered and when Presented to the Houses of Parliament; the Names of the Senator or Member who moved for each Sessional Paper, and whether it is ordered to be Printed or Not Printed.

CONTENTS OF VOLUME 1.

(This volume is bound in two parts.)

1. Report of the Auditor General for the year ended 31st March, 1910. Volume I, Parts A to P, and Volume II, Parts Q to Y. Presented 21st November, 1910, by Hon. William Paterson.. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ended 31st March, 1910. Presented 21st November, 1910, by Hon. William Paterson.
Printed for both distribution and sessional papers.

3. Estimates for the fiscal year ending 31st March, 1912. Presented 2nd December, 1910, by Rt. Hon. Sir Wilfrid Laurier... ..*Printed for both distribution and sessional papers.*

4. Supplementary Estimates for the fiscal year ending 31st March, 1911. Preseuted 6th February, 1911, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

5. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending on 31st March, 1911. Presonted 16th March, 1911, by Hon. W. S. Fielding.. .. ..*Printed for both distribution and sessional papers.*

5*a*. Further Supplementary Estimates for the year esding 31st March, 1911. Presented 8th May, 1911, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

5*b*. Further Supplementary Estimates for the fiscal year ended 31st March, 1911. Presented 3rd May, 1911, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

5*c*. Further Supplementary Estimates for the fiscl year ending 31st March, 1912. Presented 9th May, 1911, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

5*d*. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending on 31st March, 1912. Presented 17th May, 1911, by W. S. Fielding.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 2—*Concluded.*

6. List of shareholders in the Chartered Banks of the Dominion of Canada as on December 31, 1910. Presented 10th April, 1911, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 3.

7. Report on dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of the Dominion of Canada, for five years and upwards prior to December 31, 1910. Presented 19th July, 1911, by Hon. William Templeman.. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 4.

8. Report of the Superintendent of Insurance, for the year ended 31st December, 1910.
Printed for both distribution and sessional papers.

9. Abstract of Statements of Insurance Companies in Canada for the year ended 31st December, 1910. Presented 27th April, 1911, by Hon. W. S. Fielding.
Printed for distribution.

CONTENTS OF VOLUME 5.

10. Report of the Department of Trade and Commerce, for the fiscal year ended 31st March, 1910. Part 1, Canadian Trade. Presented 22nd November, 1910, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Printed for both distribution and sessional papers.*

10*a*. Report of the Department of Trade and Commerce, Part II. Canadian Trade with France, Germany, United Kingdom and United States. Presented 32nd November, 1910, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

10b. Report of the Department of Trade and Commerce, Part III. Canadian Trade with foreign countries, except France, Germany, the United Kingdom and United States Presented 22nd November, 1910, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 6.

10c, Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1910. Part IV, Canadian Trade, Miscellaneous. Presented 31st March, 1911, by Hon. W. S. Fielding.. .. ..*Printed for both distribution and sessional papers.*

10d. Report of the Department of Trade and Commerce for the fiscal year ended March 31st 1910. Part V, Grain Statistics, including the crop year ended August 31st 1910, and the season of navigation ended December 6th, 1910. Presented 12th May, 1911, by Hon. William Paterson....*Printed for both distribution and sessional papers.*

10e. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1910, Part VI., Subsidized steamship services. Presented 20th April, 1911, by Hon. William Paterson.. .. ..*Printed for both distribution and sessional papers.*

10*f* Report of Trade and Commerce for the fiscal year ended 31st March, 1910, part VII.—Trade of foreign countries and Treaties and Conventions. Presented 31st March, 1911, by Hon. W. S. Fielding.. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 7.

11. Report of the Department of Customs, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. William Paterson.
Printed for both distribution and sessional papers.

12. Reports, Returns and Statistics of the Inland Revenue for the Dominion of Canada, for the year ended 31st March, 1910. Presented 21st November, by Hon. William Templeman.. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 8.

13. Inspection of Weights and Measures, Gas and Electric Light, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. William Templeman.
Printed for both distribution and sessional papers.

14. Report on Adulteration of Food, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. William Templeman.
Printed for both distribution and sessional papers.

15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

15a. Report of the Dairy and Cold Storage Commissioner for the fiscal year ending the 31st March, 1910. Presented 12th January, 1911, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

15*b*. Report of the Veterinary Director General and Live Stock Commissioner, J. G Rutherford, V.S., for the year ending 31st March, 1909.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 9.

16. Report of the Director and Officers of the Experimental Farms, for the year ending 31st March, 1910. Presented 21st November, 1910, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

17. Criminal Statistics for the year ended 30th September, 1909. Presented 21st November, 1910, by Hon. S. A. Fisher.. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 10.

18. (1908). Return of the eleventh general election for the House of Commons of Canada, held on the 19th and 26th of October, 1908.. .. ..*Reprinted.*

18. Return of By-Elections (Eleventh Parliament) House of Commons, 1910.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 11.

19. Report of the Minister of Public Works on the works under his control for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. William Pugsley.
Printed for both distribution and sessional papers.

19a. Progress Report Ottawa River Storage, for the fiscal year 1909-1910 (supplementing investigations in regard to Georgian Bay Ship Canal project). Presented 6th March, 1911, by Hon. William Pugsley..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 12.

19b. Report upon Reconnaisance Survey of the Nelson River, September-October, 1909. Presented 16th February, 1911, by Hon. William Pugsley.
Printed for both distribution and sessional papers.

20. Report of the Department of Railways and Canals, for the fiscal year ended 31st March, 1910. Presented 21st November, 1910, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.

20a. (1909.) Canal Statistics for the season of navigation, 1909. Presented 21st March, 1910, by Hon. G. P. Graham .. .. ..*Printed for both distrbiution and sessional papers.*

20a. Canal Statistics for the season of navigation, 1910. Presented 10th April, 1911, by Hon. G. P. Graham.. .. ..*Printed for both distribution and sessional papers.*

20b. Railway Statistics of the Dominion of Canada, for the year ended 30th June, 1910. Presented 16th December, 1910, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 13.

20c. Fifth Report of the Board of Railway Commissioners for Canada, for the year ending 31st March, 1910. Presented 21st November, 1910, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.

21. Report of the Department of Marine and Fisheries (Marine, 1910. Presented 21st November, 1910, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

21a. Report of the Geographic Board of Canada containing all decisions to 30th June, 1910.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 14.

21b. Report on Ice formation in the St. Lawrence River, and Report of the influence of Icebergs on the temperature of the Sea as shown by use of the Micro-Thermometer in a trip to Hudson Strait and Bay in July, 1910, by H. T. Barnes, D.Sc., F.R.S.C. Presented 16th May, 1911, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

21c. List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the registry books of Canada, on 31st December, 1910. Presented 19th July, 1911, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

22. Report of the Department of Marine and Fisheries (Fisheries), 1910. Presented 21st November, 1910, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 15.

23. Report of the Harbour Commissioners, &c., to 31st December, 1910.
Printed for both distribution and sessional papers.

23a. Report of the Chairman of the Board of Steamboat Inspection, for the fiscal year 1910. Presented 21st November, 1910, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 15—*Concluded.*

24. Report of the Postmaster General for the year ended 31st March, 1910. Presented 22nd November, 1910, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 16.

25. Report of the Department of the Interior, for the fiscal year ending 31st March, 1910. Presented 21st November, 1910, by Hon. Frank Oliver.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 17.

25*a*. Report of the Chief Astronomer, Department of the Interior, for year ending 31st. March, 1910.. .. ..*Printed for both distribution and sessional papers.*

25*b*. Annual Report of the Topographical Surveys Branch, Department of the Interior, 1909-10. Presented 31st March, 1911, by Hon. Frank Oliver.
Printed for both distribution and sessional papers.

25*c*. Report of Dr. P. H. Bryce, Chief Medical Officer, Appendix to Report of Superintendent of Immigration. Presented 9th. December, 1910, by Hon. Frank Oliver.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 18.

25*d*. Report of the Hydrographic Survey (Streams measurement). Department of the Interior.. .. ..*Printed for both distribution and sessional papers.*

26. Summary Report of the Geological Survey Branch, Department of Mines, for Calendar year 1910. Presented 19th. July, 1911, by Hon. William TeTmpleman.
Printed for both distribution and sessional papers.

26*a*. (1909) Summary Report of the Mines Branch of Department of Mines, for the calendar year, 1909. Presented 26th. January, 1911, by Hon. William Templeman.
Printed for both distribution and sessional papers.
This is bound in Vol. XVI, 1910.

CONTENTS OF VOLUME 19.

27. Report of the Department of Indian Affairs, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. Frank Oliver.
Printed for both distribution and sessional papers.

28. Report of the Royal Northwest Mounted Police, 1910. Presented 2nd December, 1910, by Rt. Hon. Sir Wilfrid Laurier..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 20.

29. Report of the Secretary of State of Canada for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. Charles Murphy.
Printed for both distribution and sessional papers.

29a. (No issue).

CONTENTS OF VOLUME 20—*Concluded.*

29b. Report of the Secretary of State for External Affairs, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. Charles Murphy.
Printed for both distribution and sessional papers.

30. Civil Service List of Canada, 1910. Presented 21st November, 1910, by Hon. Charles Murphy... .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 21.

31. Second Annual Report of the Civil Service Commission of Canada, for the period from 1st September, 1909 to 31st August, 1910. Presented 1st December, 1910, by Hon. Charles Murphy.. .. ..*Printed for both distribution and sessional papers.*

32. Annual Report of the Department of Public Printing and Stationery, for the fiscal year ended 31st March, 1910. Presented 22nd November, 1910. by Hon. Charles Murphy.. .. ..*Printed for both distribution and sessional papers.*

33. Report of the Joint Librarians of Parliament for the year 1910. Presented 17th November, 1910, by the Hon. the Speaker.. .. .. ..*Printed for sessional papers.*

34. Report of the Minister of Justice as to Penitentiaries of Canada, for the fiscal year ended 31st March, 1910. Presented 30th November, 1910, by Hon. A. B. Aylesworth.
Printed for both distribution and sessional papers.

35. Report of the Militia Council, for the fiscal year ending 31st March. 1910. Presented 21st November, 1910, by Hon. Sir Frederick Borden.
Printed for both distribution and sessional papers.

35a. Report of General Sir John French, G.C.B., Inspector General of the Imperial Forces, upon his Inspection of the Canadian Military Forces. Presented 22nd November, 1910, by Hon. Sir Frederick Borden.
Printed for both distribution and sessional papers.

35*b*. Report upon the best method of giving affect to the recommendations of General Sir John French, regarding the Canadian Militia, by Major General Sir P. H. N. Lake, K.C.M.G., Inspector General. Presented 22nd November, 1910, by Hon. Sir Frederick Borden.. .. ..*Printed for distribution and sessional papers.*

35c. Interim Report of the Militia Council for the Dominion of Canada on the Training of the Militia during the season of 1910. Presented 31st March, 1911, by Hon. Sir Frederick Borden.. .. ..*Printed for distribution.*

36. Report of the Department of Labour, for the fiscal year ending 31st March, 1910, including Report of Proceedings under the Industrial Disputes Investigation Act, 1907. Presented 21st November, 1910, by Hon. W. L. Mackenzie King.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 22.

36a. Report on Industrial Disputes in Canada up to 31st March, 1911.
Printed for both distribution and sessional papers.

36b. Comparative prices of Agricultural, Fisheries, Lumber and Mine products in Canada and the United States, 1906-1911. Presented 28th July, 1911, by Hon. W. L. Mackenzie King.. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 22—*Concluded.*

37. Sixth Report of the Commissioners of the Transcontinental Railway, for the year ending 31st March, 1910. Presented 21st November, 1910, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.

38. Report of the Royal Commission on Trade Relations between Canada and the West Indies, together with Part II, Minutes of evidence taken in Canada and Appendices; Part III, Minutes of evidence taken in the West Indies, and Appendices; and also Part IV, Minutes of evidence taken in London and Appendices. Presented 21st November, 1910, by Ho. William Paterson.. .. ..*Printed for Sessional Papers.*

39. Report of the Honourable the Secretary of State, on the inquiry into the affairs of the Department of Public Printing and Stationery. Presented 21st November, 1910, by Hon. Charles Murphy.. .. .. ..*Printed for both distribution anl sessional papers.*

CONTENTS OF VOLUME 23.

40. Ordinances of the Yukon Territory, passed by the Yukon Council in the year, 1909. Presented 21st November, 1910, by Hon. Charles Murphy.. .. ..*Not printed.*

40a. Ordinances of the Yukon Territory passed by the Yukon Council in the year 1910. Presented 4th April, 1911, by Hon. Charles Murphy.. .. ..*Not printed.*

41. General Orders issued to the Militia, between the 1st November, 1909, and the 18th October, 1910. Presented 22nd November, 1910, by Hon. Sir Frederick Borden.
Not printed.

42. Statement of Governor General's Warrants issued since the last session of Parliament, on account of the fiscal year 1910-11. Presented 22nd November, 1910, by Hon. William Paterson.. .. ..*Not printed.*

43. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the year ending 31st March, 1910. Presented 22nd November, 1910, by Hon. William Paterson.
Not printed.

44. Statement of expenditure on account of miscellaneous unforeseen expenses, from the 1st April, 1910, to 17th November, 1910, in accordance with the Appropriation Act of 1910. Presented 22nd November, 1910, by Hon. William Paterson. ..*Not printed.*

45. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ending 31st December, 1910, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 22nd November, 1911, by Hon. William Paterson.. .. ..*Not printed.*

46. Report of the proceedings of the preceding year, of the Commissioners of Internal Economy of the House of Commons, pursuant to Rule 9. Presented 1st December, 1910, by the Hon. the Speaker.. .. ..*Printed for sessional papers.*

47. Return, in pursuance of section 16, of the Government Annuities Act, 1908, containing statement of the business done during the fiscal year, ending 31st March, 1910. Presented 1st December, 1910, by Hon. S. A. Fisher.. .. ..*Printed for sessional papers.*

48. Return to an order of the House of Commons, dated 1st December, 1910, for a copy of the existing lobster fishery regulations, adopted by Order in Council on 30th September, 1910. Presented 1st December, 1910, by Hon. L. P. Brodeur.
Printed for sessional papers.

CONTENTS OF VOLUME 23—*Continued.*

49. Detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (25th November, 1909), submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906. Presented 1st December, 1910, by Hon. Charles Murphy.. ..*Not printed.*

50. Annual Return respecting Trade Unions, under chapter 125, R.S.C., 1906. Presented 1st December, 1910, by Hon. Charles Murphy.. .. ..*Not printed.*

51. Regulations under "The Destructive Insect and Pest Act." Presented 1st December, 1910, by Hon. S. A. Fisher.. .. ..*Not printed.*

52. First Annual Report of the Commission on Conservation, 1910. Presented 5th December, 1910, by Hon. S. A. Fisher.. .. ..*Printed for sessional papers.*

53. Regulations established by Order in Council of 17th May, 1910, for the disposal of petroleum and gas on the Indian Reserves in the Provinces of Alberta and Saskachewan and in the Northwest Territories. Presented 5th December, 1910, by Hon. Charles Murphy.. .. .. y .. .. ..*Not printed.*

54. Report of the International Waterways Commission on the regulation of Lake Erie, with a discussion of the regulation of the Great Lakes System. Presented 7th December, 1910, by Hon. William Pugsley.. .. ..*Printed for sessional papers.*

54*a*. Return to an Address of the House of Commons, dated 12th December, 1910, for a copy of all orders in council or other authority, appointing members of the Canadian section of the Joint International Waterways Commission, together with all reports, recommendations and correspondence submitted to the Government, or any department thereof, by the said Canadian section, or any member thereof. Also a statement of the total expenses of such Canadian section up to date, with particulars thereof. Presented 8th May, 1911.—*Mr. Macdonell*.. .. .. ..*Not printed.*

55. Return in so far as the Department of the Interior is concerned) of copies of all Orders in Council, plans, papers, and correspondence which are required to be presented to the House of Commons, under a Resolution passed on 20th February, 1882, since the date of the last return, under such Resolution. Presented 9th December, 1910, by Hon. Frank Oliver.. .. ..*Not printed.*

55*a*. Return of lands sold by the Canadian Pacific Railway Company during the year which ended on the 31st October, 1910. Preseuted 4th May, 1911, by Hon. Frank Oliver .. .. *Not printed.*

56. Regulations issued by the Department of the Naval Service regarding rates of Pay, pursuant to Section 47 of the Naval Service Act. Presented 9th December, 1910, by Hon. L. P. Brodeur... .. ..*Not printed.*

56*a*. Regulations issued by the Department of the Naval Service, regarding the issue of the existing Lobster Fishery Regulations, adopted by rder in Council on 30th September, 1910, by Hon. L. P. Brodeur.. .. ..*Not printed.*

56b. Return to an order of the House of Commons, dated 5th December, 1910, for a statement showing the detailed expenditure to date out of the sum voted by the House in connection with the new Navy, giving in each case the amount paid, to whom paid and the object of the expenditure. Presented, 16th December, 1910.—*Mr. Monck*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

56*c*. Return to an order of the House of Commons dated 14th December, 1910, for a Return showing how many applications have been received from Canadian citizens for service in the proposed Canadian Navy, as officers, and able seamen or blue-jackets, respectively, and how many officers and men, respectively, of the British Navy have made application for such service. Presented 11th January, 1911.—*Mr. Jameson* .. .. *Not printed.*

56*d*. Return to an address of the Senate dated 24th November, 1910, for the following information:—1. Has the Department of the Naval Service, which was erected by the legislation of last session, been regularly organized and put in operation? 2. Who has been appointed Deputy Minister by the Governor in Council? 3. Who are the other officials and clerks necessary for the proper administration of the affairs of the new department who have been appointed by the Governor in Council? 4. Who among these officials and clerks are those who have been transferred from the Department of Marine and Fisheries to the Department of the Naval Service? 3. Wro among these officials and clerks come from elsewhere? 6. What is the salary of each of the officials? Presented 11th January, 1911.—*Hon. Mr. Landry....Not printed.*

56*e*. Return to an order of the House of Commons, dated 7th December, 1910, for a statement showing:—1. The names of all those engaged to date by the Government in connection with the new Naval Deparment, whether for service at sea or for work in connection with the department, either for inside or outside service. 2. The domicile of origin of those thus engagged, their previous occupation, rank or grade in the British Navy or elsewhere, and previous rate of pay or remuneration 3. The duties assigned, rank or occupation of those thus engaged in the service of Canada, and present salary and allowances. Presented 18th January, 1911.—*Mr. Monk*.. .. ..*Not printed*

56*f*. Copy of an Order in Council approved by His Excellency the Governor General on the 22nd December, 1910, authorizing certain allowances to Petty Officers and men in the Naval Service. Presented 19th January, 1911, by Hon. L. P. Brodeur.
Not printed.

56*g*. Copy of an Order in Council approved by His Excellency the Governor General on the 22nd December, 1910, and publisded in the *Canada Gazette* on the 14th January, 1911, authorizing increase in wages to certain ratings in the naval service. Presented 19th January, 1911, by Hon. L. P. Brodeur.. .. ..*Not printed.*

56*h*. Return to an Address of the House of Commons, dated 11th January, 1911, for a return showing all rules and regulations passed by the Governor in Council under the provisions of the Navy Act, adopted at the last session of parliament. Presented 26th January, 1911.—*Mr. Monk*.. .. ..*Not printed.*

56*i*. Return to an order of the Senate dated the 24th November, 1910, for a statement showing in as many distinct columns:—1. The name of the electoral district. 2 The name of the parish, township, town or city. 3. The name of the first signer, and mention of the additional number of signers of each of the petitions presented during the last session, either to the House of Commons or to the Senate, praying for the postponement of the adoption of the proposed Naval Act until the people have had the opportunity of expressing their will by means of a plebiscite. 4. The date of the presentation of each of these petitions. 5. The names, in each case, of the Member or Senator who presented these petitions. Presented 30th November, 1910.—*Hon. Mr. Landry*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

'56*j*. Return to an order of the Senate dated February 1, 1911, calling for in as many columns:—1. The names of all the ships of which the Canadian fleet service is actually composed. 2. The tonnage of each of these ships. 3. How old, is each ship at present. 4. The purchase price, or cost of construction, or, in default thereof, the actual value of each ship. 5. The horse-power of each of them. 6. The motive power, side wheels, propeller or sails. 7. The number of persons of which the crew of each of these ships is composed. 8. The cost of annual maintenance of each ship with its crew. 9. The purpose for which each ship is used, specifying whether it is for the guarding of the coasts, the protection of fisheries, or for the what other purpose. 10. The waters on which each of these ships sails—the waters of the Atlantic or Pacific Oceans, the Great Lakes, of the St. Lawrence river, or elsewhere, with a short statement showing the number and the net tonnage of the ships of the Great Lakes service,—of the ships stationed on the shores of British Columbia, and of the ships sailing on the waters of the eastern portion of the American continent owned by us. Presented 14th February, 1911.—*Hon. Mr. Landry.*
Not printed.

56*k*. Orders in Council published in *Canada Gazette* 11th February, 1911, No. 83/146. Regulations for entry of naval instructors. No. 91/146. Revised rates of pay for electricians. No. 86/146. Revised travelling allowances. Presented 23rd February, 1911, by Rt. Hon. Sir Richard Cartwright.. .. ..*Not printed.*

56*i*. Return to an address of the House of Commons, dated 6th February, 1911, for a copy of the final protocol or agreement entered into at the International Naval Conference held in London, December, 1908, February, 1909, and of the general report presented to the said Naval Conference on behalf of its drafting committee, and of all correspondence exchanged between the Imperial Government and the Government of Canada in regard to the same. Presented 10th March, 1911.—*Mr. Monk*.. .. ..*Not printed.*

56*m*. 1. Correspondence and documents respecting the International Naval Conference held in London, December, 1908, February, 1909. 2. Correspondence respecting the Declaration of London. 3. Final Act of the Second Peace Conference held at The Hague in 1907, and Conventions and Declarations annexed thereto. Presented 23rd March, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Not printed*

56*n*. Return to an order of the House of Commons, dated 27th February, 1911, for a Return showing:—1. How many Canadians have been accepted as members of the Canadian Navy. 2. What are the names and former residence of those who have been accepted. Presented 24th March, 1911.—*Mr. Taylor (Leeds)*,.. .. .. ..*Not printed.*

56*o*. Order in Council, approved by His Excellency the Governor General on the 31st March, 1911, and published in the *Canada Gazette* April 15th, 1911:—No. 358 revised regulations for entry of surgeons into the Naval Service. Presented 24th April, 1911, by Hon. L. P. Brodeur.. .. ..*Not printed.*

57. Return to an Order of the House of Commons, dated the 7th December, 1910, for a copy of all correspondence between the Government of Canada or the Right Honourable, the First Minister, and the government of Manitoba, or the Premier of Manitoba, referring to the demand of Manitoba for an extension of boundaries and an increase in subsidy. Presented 14th December, 1910.—*Mr. Staples.*
Printed for sessional papers.

58. Memorandum respecting the finances of the National Battlefields Commission, as on the 31st March, 1910. Presented 15th December, 1910, by Hon. William Paterson.
Printed for sessional papers.

CONTENTS OF VOLUME 23—*Continued.*

58*a*. Report from The National Battlefields Commission. Presented 15th December, 1910, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Printed for sessional papers.*

58*b*. Return to an Address of the Senate dated 24th February, 1911, calling for a copy of the last report made to the Government by the members of the Quebec Battlefields Commission. Presented 10th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

58*c*. Return to an Order of the Senate dated 12th January, 1911, for copies of all Orders in Council relating to the appointment of members of the "National Battlefields Commission" of the Province of Quebec, as well as a statement showing the sums received by the said Commission, the sources whence received, the interest thereon, the expenses incurred, the nature of such expenses, distinguishing what has been paid for the acquisition of lands, the balance in hand, and the approximate cost, with the nature of the expenses to be incurred to attain the end which the Commission has proposed for itself. Presented 21st March, 1911.—*Hon. Mr. Landry. Not printed.*

58*d*. Return to an order of the Senate dated 23rd February, 1911, for a statement showing the number of gold, silver, and bronze medals, which the Quebec Battlefields Commission has caused to be struck in commemoration of the three hundredth anniversary of the foundation of the City of Quebec, the cost of each of these series of medals, the names of the persons to whom, or the institutions to which, gold medals, silver medals, and bronze medals have been given. Presented 28th April, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

59 Return to an address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty or reciprocity with the United States; and also if all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 15th December, 1910.—*Mr. Foster*.. .. .. ..*Not printed.*

59*a*. Supplementary return to an address of the House of Commons, dated 7th December 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 11th January, 1911.—*Hon. Mr. Foster. Not printed*

59*b*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 3rd February, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

59*c*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring os asking for a treaty of reciprocity with the United States; and also of all similar documents

CONTENTS OF VOLUME 23—*Continued.*

protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 8th February, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

59*d*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, boards of trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 27th February, 1911.—*Hon. Mr. Foster.*,
Not printed.

59*e*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 8th March, 1911.—*Hon. Mr. Foster.*
Not printed.

59*f*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 14th March, 1911.—*Hon. Mr. Foster.*
Not printed.

59*g*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 22nd March, 1911.—*Hon. Mr. Foster.*
Not printed.

59*h*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 27th March, 1911.—*Hon. Mr. Foster.*
Not printed.

59*i*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, boards of trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents pro-

CONTENTS OF VOLUME 23—*Continued.*

testing against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 28th March, 1911.—*Hon. Mr. Foster.*
Not printed.

59*j*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 28th March, 1911.—*Hon. Mr. Foster.*
Not printed.

59*k*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 31st March, 1911.—*Hon. Mr. Foster.*
Not printed.

59*l*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 7th April, 1911. *Hon. Mr. Foster.*
Not printed.

59*m*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 19th April, 1911.—*Hon. Mr. Foster.*
Not printed.

59*n*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 19th April, 1911.—*Hon. Mr. Foster.*
Not printed.

59*o*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, boards of trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States, and also of all similar documents pro-

CONTENTS OF VOLUME 23—*Continued.*

testing against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 2nd May, 1911.—*Hon. Mr. Foster.*
Not printed.

59*p*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all memorials and resolutions from individuals, Boords of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 5th May, 1911.—*Hon. Mr. Foster.*
Not printed.

59*q*. Return to an Order of the House of Commons, dated 19th April, 1911, for a Return showing what duties are imposed by Australia, New Zealand, Norway, France, Spain, Sweden, Switzerland, Austria-Hungary, Japan, Argentine, Venezuela and Russia, respectively, upon each of the articles included in the reciprocity agreement between the United States and Canada.

And also, a statement showing the import prices in 1910 on which duty was collected on the butter, eggs cheese, salt, beef, bacon, hams, mutton, lamb, pork in brine and other meat products detailed, barley, beans, oats, peas, wheat, hay, flaxseed, green apples, and animals, imported from the above named countries. Presented 8th May, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

59*r*. Return to an order of the House of Commons, dated 8th May, 1911, for a Return showing, taking the latest Return of Commerce and Navigation of the United States as a basis, the advantage Canada will have in the United States market over her principal competitors, under the construction given at Washington by the United States Court of Customs Appeals on April 10th, 1911, regarding the favoured nation clause, by which the competitors of Canada in the United States market are denied the privileges granted to Canada by the reciprocal agreement in regard to the importation into the United States of the following goods and articles, namely: (*a*) Mackerel pickled or salted; (*b*) Herring, pickled; (*c*) Cod, Haddock, Hake and Pollock, dried, smoked, salted or pickled; (*d*) all other kinds of fish, salted or pickled; (*e*) Fish oils: (*f*) Butter; (*g*) Cheese; (*h*) Cattle; (*i*) Horses; (*j*) Oats; (*k*) Coke; (*l*) Mineral Waters; (*m*) Rolled Iron or Steel Sheets, coated with zinc, tin or other metal; (*n*) Mica; (*o*) Flax seed; (*p*) Beans and dried peas; (*q*) Onions; (*r*) Potatoes; (*s*) other vegetables in natural state.

Also showing the present rate of duty in the United States on the above goods and articles; the rate under the proposed reciprocal agreement of the said goods and articles; the value of goods; and the amount of duty collected on goods imported from said competitors on the trade of said year, which will be free under the agreement on goods from Canada. Presented 16th May, 1911.—*Mr. Sinclair..Not printed.*

59*s*. Further supplementary Return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 19th May, 1911.—*Hon. Mr. Foster...Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

59*l*. Statements relative to (1) The yearly imports, quantity and value, for the past six years into Canada from, respectively, Australia, New Zealand, Denmark, Holland, Belgium, France, Argentine Republic and the United States, of wheat, oats, horses, cattle, sheep, lambs, mutton, beef, eggs, butter, cheese, fowl, vegetables and fruit.

(2) The average prices of butter and of eggs in London, England, for the past five years in comparison with the prices, respectively, in Eastern Provinces, in Montreal, in Toronto, in Minneapolis, in Chicago, in Detroit, in Buffalo, in Boston and in New York. Presented 28th July, 1911, by Hon. S. A. Fisher.. .. ..*Not printed.*

60. Return of orders in council passed between the 1st of November, 1909, and the 30th September, 1910, in accordance with the provisions of section 5 of the Dominion Lands Survey Act, Chapter 21, 7-8 Edward VII. Presented 11th January, 1911, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

60*a*. Return of Orders in Council which have been published in the *Canada Gazette* and in the British Columbia *Gazette*, between 1st November, 1909, and 30th September, 1910, in accordance with provisions of subsection (*d*) of section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile railway belt in the province of British Columbia. Presented 11th January, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

60*b*. Return called for by section 77 of the Dominion Lands Act, chapter 20 of the Statutes of Canada, 1908, which is as follows:—

"77. Every regulation made by the Governor in Council, in virtue of the provisions of this Act, and every order made by the Governor in Council, authorizing the sale of any land or the granting of any interest therein, shall have force and effect only after it has been published for four consecutive weeks in the *Canada Gazette*, and all such orders or regulations shall be laid before both Houses of Parliament within the first fifteen days of the session next after the date thereof, and such regulations shall remain in force until the day immediately succeeding the day of prorogation of that session of Parliament, and no longer, unless during that session they are approved by resolution of both Houses of Parliament." Presented 11th January, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

61. Return of Orders in Council passed between the 1st November, 1909, and the 30th September, 1910, in accordance with the provisions of the Forest Reserve Act, sections 7 and 13 of Chapter 56, Revised Statutes of Canada. Presented 11th January, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

62. Return to an order of the House of Commons, dated the 7th December, 1910, for a copy of Sir John Thompson's memorandum on the question of the rights of fishing in the bays of British North America, prepared for the use of the British Plenipotentiaries at Washington in 1888 , and a copy of the Treaty agreed to and approved by the President. Presented 11th January, 1911.—*Hon. Mr. Foster.*

Printed for sessional papers.

63. Return to an Address of the House of Commons, dated 7th December, 1910, for a copy of any memorials, correspondence, &c., between His Excellency the Governor General and the Colonial Office, or between any member of the government, and the foreign consuls general in Canada, relative to the status of the latter, at official functions, such as the vice-regal drawing room. Presented 11th January, 1911.—*Mr. Sproule.*

Printed for sessional papers.

CONTENTS OF VOLUME 23—*Continued.*

64. Return to an order of the House of Commons, dated 6th December, 1910, for a return showing:—1. What newspapers or companies publishing newspapers in the cities of Montreal and Quebec have directly or indirectly received sums from the Government of Canada for printing, lithographing, binding or other work, between the 31st March, 1910, and the 15th November, following.

2. What is the total amount paid to each of said newspapers or companies between the dates above stated. Presented 11th January, 1911.—*Mr. Monk*.. .. ..*Not printed.*

65. Return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all Orders in Council, correspondence, papers, maps or other documents, which passed between the Government of Canada or any member thereof, and the Government of Quebec, or any member thereof, or any other parties on their behalf, or between the Government of Canada and the Government of Ontario, or any members thereof, regarding the extension of the boundaries of the province of Quebec, as set forth in an Order in Council dated 8th July, 1896, establishing a conventional boundary, therein specified. And also any correspondence, papers, documents, &c., that may have passed between the aforesaid governments or members thereof, relative to the passing of an Act to confirm and ratify the aforesaid conventional boundary, which was passed in 1898. Presented 11th January, 1911.—*Mr. Sproule.*

Printed for sessional papers.

66. Return to an Order of the House of Commons, dated 14th December, 1910, for a Return showing the names of manufacturers in Canada of turned kiln dried maple boot, last and shoe last blocks, in the rough, for making manufacturers' boot and shoe lasts. Presented 11th January, 1911.—*Mr. Hughes*.. .. ..*Not printed.*

67. Return to an Order of the House of Commons, dated 5th December, 1910, for a copy of all correspondence, reports, memorials, surveys and other papers in the possession of the Government, and not already brought down, regarding the oyster industry of Canada; also a copy of all correspondence, reports and other papers regarding the ownership and control of Oyster beds and of barren bottoms suitable for Oyster culture, and regarding the consolidating of the ownership with the control and regulation of such beds and barren bottoms, and vesting the same in the hands of the Dominion Government; also a copy of all correspondence, reports, recommendations and other papers relating to the leasing or sale of such beds or barren bottoms or of portions of them, for the purpose of Oyster culture or cultivation. Also a copy of all correspondence and reports relating to the culture, cultivation and conservation of oysters and other mollusks. Presented 11th January, 1911.—*Mr. Warburton.*

Printed for sessional papers.

68. Order of the House of Commons, dated 5th December, 1910, for a copy of all reports, evidence, correspondence, and other documents relating to an investigation into irregularities in the life saving station at Clayoquot, mentioned on page 353 of the Report of the Department of Marine and Fisheries for 1909 and 1910, sessional paper No. 22. Presented 11th January, 1911.—*Mr. Barnard*.. .. ..*Not printed.*

69. Return to an Order of the House of Commons, dated 14th December, 1910, for a Return showing how many employees of the custom house at Montreal have left the service since the 1st July, 1896, up to this date, with their names, duties, salaries and ages, respectively, and date of their leaving; the names, ages, salaries and duties of those who have replaced them, the date of their entry and their present salaries. Presented 11th January, 1911.—*Mr. Wilson (Laval)*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

69*a*. Return to an Order of the House of Commons, dated 8th February, 1911, for a Return showing the full names of the permanent or temporary employees appointed at Montreal since the 1st of January, 1904, in the Post Office Department, the Customs, Inland Revenue and Public Works; the age and place of residence of these employees at the time of their appointment, the dates and nature of changes, promotions or increases of salary granted these employees since their appointment. Presented 28th April, 1911.—*Mr. Gervais*.. .. ..*Not printed.*

70. Return to an Address of the House of Commons, dated 7th December, 1910, for a Return showing what arrangements have been made with foreign countries by the Governor General in Council under the provisions of the Customs Tariff Act of 1907, without reference to Parliament. Presented 11th January, 1911.—*Mr. Ames*.. ..*Not printed.*

71. Return to an Order of the House of Commons, dated 14th December, 1910, for a Return showing the total expenses in connection with the surrender of St. Peter's Indian Reserve, including moving the Indians to new reserve, sale of lands, and all the expense made necessary by the surrender. Presented 11th January, 1911.—*Mr. Bradbury*.. .. ..*Not printed.*

71*a*. Return to an Order of the House of Commons, dated 14th December, 1910, for a copy of all correspondence with Rev. John McDougall and all instructions given to him regarding St. Peter's Indians and their reserve; and of Rev. John McDougall's report of his investigations at St. Peter's Indian Reserve. Presented 11th January, 1911. —*Mr. Bradbury*.. .. ..*Not printed.*

71*b*. Supplementary Return to an Order of the House of Commons, dated 14th December, 1910, for a Return showing the total expenses in connection with the surrender of St. Peter's Indian Reserve, including moving the Indians to new Reserve, sale of lands, and all the expense made necessary by the surrender. Presented 18th January, 1911. —*Mr. Bradbury*.. .. ..*Not printed.*

71*c*. Return to an Address of the House of Commons, dated 11th January, 1911, for a copy of all correspondence, offers, agreements, orders in council, reports, records, regulations, or other papers or documents, relating to the grant or surrender to one Merrill, or some other person or corporation, of the concession or right to bore for and acquire natural gas, upon or under the Six Nation Reserve, at or near Brantford, Ontario; together with a statement of all monies paid for said concession or right, and also of all monies subsequently received by the Six Nation Indians, or by the government on their behalf for such concession or rights. Presented 2nd February, 1911.—*Mr. Osler*.. .. ..*Not printed.*

72. Return to an Order of the House of Commons, dated 14th December, 1910, for a copy of all correspondence, reports, documents and papers relating to the strike of the employees of the Cumberland Coal and Railway Company, Limited, not previously brought down. Presented 11th January, 1911.—*Mr. Rhodes*.. .. ..*Not printed.*

72*a*. Return to an Order of the House of Commons, dated 5th December, 1910, for a copy of the agreement of settlement of the late strike between the Grand Trunk Railway Company and the conductors and brakemen, and of all correspondence, documents and papers relating thereto, or in consequence thereof, between the said parties, or between either and any person or persons authorized or professing to act for either, or between the Government or any Minister or Deputy Minister or other person on its behalf, and said parties, or either of them, or any person authorized or professing to act for them or either of them before, during, or since said strike. Presented 11th January, 1911.—*Mr. Northrup*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

72*b*. Return to an Order of the House of Commons, dated 25th January, 1911, for a copy of all correspondence, documents and papers relating to the late strike on the Grand Trunk Railway between the said railway and the striking conductors and trainmen, or between either and any person or persons authorized or professing to act for either, or between the Government or any Minister or Deputy Minister, or any one on his behalf, and either of said parties or any on professing to act on behalf of either, since the 29th day of November, A.D., 1910, and particularly all documents, papers, correspondence and agreements relating to the reinstatement of any of the men who had been on strike, and the appointment of Judge Barron Presented 2nd February, 1911.—*Mr. Northrup*.. .. ..*Not printed.*

73. Return to an Order of the House of Commons, dated 7th December, 1910, for a Return implementing for the year 1910, the information brought down in answer to an Order of the House of Commons referring to the operations of the mint, dated January 19, 1910. Presented 11th January, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

74. Supplementary Return to an Order of the House of Commons, dated 24th November, 1909, for a return showing the total amounts paid by the government in each year since 1896, for all printing, advertising and lithographing done outside of the Government Printing Bureau; the total amount so paid by each department of the Government or such purposes during each year; the names and addresses of each individual, firm or corporation to whom any such moneys have been so paid, and the total amount paid to each such individual, firm or corporation in each year since 1896. What portion of the said sums, if any, so paid since 1896 was expended after public advertisement, tender and contract, to whom such tenders were awarded, whether to the lowest tender in each case, what portion was expended otherwise than by public advertisement, tender and contract, and to whom it was paid in each instance. Presented 11th January, 1911.—*Mr. Armstrong*.. .. ..*Not printed.*

74*a*. Return to an Order of the Senate dated 1st February, 1911, for a Return showing year by year, from July 1st, 1896 up to date, the amounts paid to the Montreal *Herald*, by the several departments of the Government of this country. Presented 8th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

74*b*. Return to an Order of the Senate dated 25th January, 1911, for the production of a statement showing, year by year, from the 1st July, 1896 up to this date, the sums of money paid to the newspaper, *Le Soleil*, by each of the different departments of the Government of this country. Presented 8th March, 1911.—*Hon. Mr. Landry.* *Not printed.*

74*c*. Return to an Order of the Senate dated 25th January, 1911, for the production of a statement showing, year by year, the sums of money paid the newspaper *La Vigie*, of Quebec, by each of the different departments of the Government of this country from the founding of that newspaper up to this date. Presented 8th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

74*d*. Return to an Order of the Senate dated 1st February, 1911, for a Return showing, year by year, from 1st July, 1896, up to date, the amounts paid to *La Presse* of Montreal, by the several departments of the Government of this country. Presented 8th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

74*e*. Return to an Order of the Senate dated 1st February, 1911, for a Return showing, year by year, from July 1st, 1896, up to date, the amounts paid to *La Presse* of Montreal, by the several departments of the Government of this country. Presented 8th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

74*f*. Return to an Order of the Senate dated 24th January, 1911, for a Return showing, year by year, from the 1st July, 1896, up to date, the amounts paid to the paper *Le Canada*, of Montreal, by each of the departments of the government of this country. Presented 8th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

74*g*. Return to an Order of the Senate dated 31st January, 1911, showing, year by year, from July the 1st, 1896, up to date, the amounts paid to the Martineau Company by the several departments of the country. Presented 4th April, 1911.—*Hon. Mr. Landry.* *Not printed.*

74*h*. Return to an Order of the Senate dated the 31st January, 1911, showing, year by year, from 1st July, 1896, up to date, the amounts paid to Mr. Jean Drolet, of Quebec, by the several departments of the country. Presented 4th April, 1911.—*Hon. Mr. Landry.* *Not printed.*

74*i*. Return to an Order of the Senate dated 3rd February, 1911, showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to O. Picard and Sons, of Quebec, by the different departments of the Government of this country. Presented 4th April, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

74*j*. Return to an Order of the Senate dated 24th January, 1911, showing, year by year from July 1, 1896, up to date, the amounts paid to Mr. De Courcy, contractor, by each of the departments of this country. Presented 4th April, 1911. *Hon. Mr. Landry.* *Not printed.*

74*k*. Return to an Order of the House of Commons, dated the 23rd February, 1911, for a Return showing:—1. All sums of money paid by the Government since 31st March last to *Le Canada* newspaper of Montreal or the publishers of the same respectively, for advertising or printing, for lithographing or other work; and directly or indirectly for copies of the newspaper.

2. Is the said newspaper executing any work of any kind for the Government at present.

3. Have tenders been called publicly for any of the work done by said newspaper for the government during the past year. Presented 6th April, 1911.—*Mr. Monk.* *Not printed.*

74*l*. Supplementary Return to an Order of the Senate dated 24th January, 1911, for a Return showing year by year, from 1st July, 1896, up to date, the amounts paid to Mr. De Courcy, contractor, by each of the departments of this country. Presented 27th April, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

74*m*. Return to an Order of the House of Commons, dated 15th May, 1911, for a Return showing how much was paid by the Government to the proprietors or publishers of the Essex *Record*, a daily and weekly paper published in Windsor, Ontario, for printing and advertising, during the fiscal year ending 31st March, 1907, 1908, 1909, 1910 and 1911. Presented 18th July, 1911.—*Mr. Boyce*.. .. ..*Not printed.*

75. Return to an Order of the House of Commons, dated 12th December, 1910, for a Return showing the average value for duty in 1896 and in 1910, respectively, of the unit of each article or commodity enumerated in the schedules of the Customs Act, on which in both years an ad valorem duty was payable. Presented 12th January, 1911.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

76. Return to an Order of the House of Commons, dated 14th December, 1910, for a Return showing all applications made to the Government during the period of agreement with Japan concerning Japanese immigrants, to admit such immigrants for special purposes, together with a copy of all correspondence in connection with the same. Presented 12th January, 1911.—*Mr. Taylor (New Westminster)*.. .. .. ..*Not printed.*

76*a*. Return to an Order of the House of Commons, dated 7th December, 1910, for a Return giving a list of the special immigration agents appointed by the government since the 31st March, 1909, in what portions of Great Britain and Ireland, the European Continent, or other country they are severally located, their addresses when they were so appointed the date of their appointment in each case their respective salaries and expenses, and any commissions that may have been paid to each or any since their appointment. Presented 12th January, 1911.—*Mr. Wilson (Lennox and Addington)*.. .. ..*Not printed.*

76*b*. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing the number of immigrants who have come to Canada since the 31st March last up to the present time, the countries from which they came, the number from each such country, the number of males and the number of females in each case, the number under fourteen years of age, between fourteen and twenty-one years, between twenty-one and forty, and between forty and sixty in each case, their occupations before coming to Canada, their religion, their destination in Canada, their occupation when they arrived at such destination; also the number who have been prevented from landing, and the number deported. Presented 6th February, 1911.—*Mr. Wilson (Lennox and Addington)*.. .. ..*Not printed.*

76*c* Return to an Order of the Senate dated 24th January, 1911, calling for the production in detail of the accounts and claims fyled at the Department of the Interior or the Immigration Office, Quebec, by Mr. Jacques Dery; restaurant keeper, during the navigation season of 1910. Presented 7th February, 1911.—*Hon. Mr. Landry.*
Not printed.

76*d*. Return to an Order of the Senate dated 20th January, 1911, calling for the report received by the Immigration Department on the subject of the complaints brought against Mr. Jacques Dery, the keeper of the restaurant established in the immigration buildings at Quebec, and also of the correspondence exchanged and the inquiry held by the immigration agent with regard to the overcharges by the restaurant keeper, and of the refund which he had to make to immigrants of the price obtained for goods of bad quality. Presented 7th February, 1911.—*Hon. Mr. Landry.*
Not printed.

76*e*. Return to an Order of the Senate dated 25th January, 1911, for the production of a complaint, signed by a large number of persons employed at the Immigration Office and Immigration buildings at Quebec and addressed to the agent of the Department at that place, against Mr. Jacques Dery, the restaurant keeper, and also of the reply of the latter. Presented 7th February, 1911.—*Hon. Mr. Landry*.. .. .. ..*Not printed.*

76*f*. Return to an Order of the Senate dated 25th January, 1911, that an Order of this House do issue for the production of a letter dated 1st June, 1910, written by Mr. L. Stein, of Quebec, addressed to Mr. W. D. Scott, Superintendent of Immigration. Presented 10th February, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

76*g*. Return to an Order of the House of Commons, dated 3rd April, 1911, for a Return showing the itemized accounts, vouchers, statements, reports and other papers relating to the salary and expenses of and payments to W. O. Creighton, farmer delegate to Great Britain in 1910. Presented 28th April, 1911.—*Mr. Stanfield*.. .. ..*Not printed*

76*h*. Return to an Order of the House of Commons, dated 3rd April, 1911, for a Return showing all itemized accounts, vouchers, statements, reports and other papers relating to the salary of and payments to W. A. Hickman, immigration agent to Great Britain in 1902 and 1903. Presented 28th April, 1911.—*Mr. Stanfield*.. .. ..*Not printed.*

77. Return to an Order of the House of Commons, dated 5th December, 1910, for a Return showing:—1. The estimated quantity of each class of material required for the construction.

2. The rates or prices agreed upon and the estimated cost of each class of material, based on rates on accepted tender.

3. The total estimated cost based on these quantities and rates in each case of the several bridges let to contract during the fiscal year ended March 31, 1910, referred to on pages 3 and 4 of the Sixth Annual Report of the Commissioners of the Transcontinental Railway.

4. A copy of the specifications and contract in each case, the number of the contract and the name of the contractor.

5. The number of bridges yet to be let to contract, location and character, and the estimated quantity of the different kinds of material in each case.

6. Why these bridges have not been let to contract and when contracts will probably be entered into as to these.

7. The bridges let to contract before March 31, 1909, identified by locality, name of each contractor and number, the estimated cost of each of these bridges at the time the contract was let, based on contract prices, the changes made in the plans, specifications or contracts if any, and claims or allowances for alterations or extras, if any, the percentage of the work done, the payments made to date, the amounts retained as contract reserve, and the ascertained or estimated amount required to complete in each case.

8. The bridges that have been completed, identified as above, the estimated cost at the time of awarding the contract, the nature and extent of changes in plans, specifications, or contract, if any, the increase or decrease of cost thereby occasioned, and the actual total cost of each of those bridges. Presented 13th January, 1911.—*Mr. Lennox*.. .. ..*Not printed.*

77*a*. Return to an Order of the House of Commons, dated 5th December, 1910, for a copy of the Tender and contract of Haney, Quinlan & Robertson for construction of locomotive and other shops about six miles east of Winnipeg, and the total estimated cost based on contract prices. Also a copy of the several other tenders sent in and a statement of the total estimated cost based upon each of these tenders as moneyed out at the time of awarding the contract. Presented 13th January, 1911.—*Mr. Lennox*.. .. ..*Not printed*

77*b*. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing as to each contract district of the National Transcontinental Railway between Moncton and Winnipeg, respectively, what was the original departmental estimate of quantities of solid rock, broken stone, earth, sand, &c., and the quantities of each kind of excavation, as above, already paid for. Presented 24th January, 1911.—*Mr. Ames*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

77*c*. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing in all cases where finished structures on the National Transcontinental Railway, have differed materially, to an extent involving a difference in cost of more than $10,000, from the original standard plans; the original estimated cost of the structure; the cost according to altered plans; the nature of the change; the name of the resident engineer, and of the contractor or sub-contractor; the reason, if any, given for the alteration of plans; and a copy of the correspondence exchanged thereon between the headquarters staff and the engineer on the ground. Presented 24th January, 1911.—*Mr. Ames*.. .. ..*Not printed.*

77*d*. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing the clause in the standard contract on the National Transcontinental Railway having reference to train hauled filling, with a statement showing what amounts have been paid to date, and to whom, for services of this nature. Presented 24th January, 1911.—*Mr. Ames*.. .. ..*Not printed.*

77*e*. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing what amounts to date have been paid on force account to each and to all contracts connected with the National Transcontinental railway, setting forth the district affected thereby. Presented 24th January, 1911.—*Mr. Ames*.. ..*Not printed.*

77*f*. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing all cases where in construction work on the National Transcontinetal Railway a richer mixture of concrete was used than that indicated in the standard specification, to an extent affecting the cost of the work to the amount of $5,000 or more; also the original estimated cost and the actual cost in each of such cases. Presented 24th January, 1911.—*Mr. Ames*.. .. ..*Not printed.*

77*g*. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing a list of the members of the engineering staff who have been dismissed, or have resigned or left the service of the National Transcontinental Railway Commission since 1904, with position formerly held, the date of leaving, and the assigned cause in each instance. Presented 7th February, 1911.—*Mr. Ames*.. .. ..*Not printed.*

77*h*. Return to an order of the House of Commons, dated 26th January, 1911, for a Return showing:—1. In those cases in which an agreement was come to last autumn between Mr. Killiher and Mr. Gordon as to overbreak on the eastern Division of the Transcontinental Railway, what quantities of material, and of what class, and what sums of money were taken from or added to the progress Estimates.

2. In the cases where measurements had to be made, have they been made, and with what result. Presented 17th February, 1911.—*Mr. Lennox*.. .. .. ..*Not printed.*

77*i*. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing, in respect of all cases on the National Transcontinental Railway, where the original specifications have not been adhered to; the estimated cost as per original plan; the actual or estimated cost as per amended plan; the name of the contractor and the resident engineer, and the reason given by the latter for such change. Presented 24th February, 1911.—*Mr. Ames*.. .. ..*Not printed.*

77*j*. Return to an Order of the House of Commons, dated 16th January, 1911, for a Return showing what will have been the total expenditure upon, in connection with or in consequence of, the National Transcontinental Railway up to the 31st of December, 1910, and what amount it is estimated will be required to complete and fully equip the said road between Winnipeg and Moncton. Presented 27th February, 1911.—*Mr. Ames*.. .. ..*Not printed*

CONTENTS OF VOLUME 23—*Continued.*

77*k*. Interim Report of the Commissioners of the Transcontinental Railway for the nine months ended December 31, 1910. Presented 27th February, 1911, by Hon. G. P. Graham.. .. .. .

CONTENTS OF VOLUME 23—*Continued.*

77*o*. Return to an Order of the House of Commons, dated 13th March, 1911, for a Return prepared upon the lines of Sessional Papers No. 46*i* of the 26th April, 1909, relating to the Eastern Division of the Transcontinental Railway, showing the actual expenditure upon each of the scheduled items upon each of the 21 contracts for construction of this division, down to the latest estimate made upon each contract, and the estimated quantity of work to be done and material to be furnished as to each of these items, and the estimated cost to complete the contract in each case. Presented 10th April, 1911.—*Mr. Lennox*.. .. ..*Not printed.*

77*p*. Return to an Address of the Senate dated 23rd March, 1911, for a copy of the Order in Council dated 23rd June, 1910, transferring from the Government to the National Transcontinental Railway Commission, the spur line between the Quebec bridge and the city of the same name. Presented 19th April, 1911.—*Hon. Mr. Landry.*
Not printed.

78. For approval by the House under section 17 of the Yukon Act, Chapter 63 of the Revised Statutes of Canada, 1906, a copy of an ordinance made by His Excellency the Governor General in Council, in virtue of the provisions of Section 16 of the said Chapter 63, on the 9th day of December, 1909, and intituled: "An ordinance to rescind an Ordinance respecting the imposition of a tax upon ale, porter, beer or lager beer imported into the Yukon Territory. Presented 13th January, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

79. Return under Section 88 of the Northwest Territories Act, Chapter 62, Revised Statutes of Canada. Presented 16th January, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

80. Return to an Order of the House of Commons, dated 5th December, 1910, for a copy of all correspondence between the mover and any other persons, corporations and municipal as well as other public bodies, and the Department of Railways and Canals, respectisg the reconstruction and alteration of the Canadian Pacific Railway Company's bridge across the St. Lawrence river at Lachine, P.Q. Presented 16th January, 1911.—*Mr. Monk*.. .. ..*Not printed.*

81. Report of the Commissioner, Dominion Police Force, for the year 1910. Presented 17th January, 1911, by Sir Allen Aylesworth.. .. ..*Not printed.*

82. Return to an order of the House of Commons, dated 7th December, 1910, for a copy of all correspondence exchanged between the government and the Phœnix Bridge Company in connection with the payment by said company of $100,000 in discharge of claims *re* contract. Presented 16th January, 1911.—*Mr. Ames*.. .. .. ..*Not printed*

83. Return to an order of the House of Commons, dated 14th March, 1910, for a return showing the number of accidents to trains of the I.C.R. for ten months, from 1st April, 1908, to 31st December, 1908; the number of persons killed or injured in each of such accidents for ten months, from 1st April, 1908, to 31st December, 1908; and the cost of each of such accidents to the I. C. R., respectively, for repairs, property destroyed, compensation to passengers, and for compensation to shippers for freight and baggage. Presented 16th January, 1911.—*Mr. Stanfield*.. .. ..*Not printed.*

83*a*. Return to an order of the House of Commons, dated 14th March, 1910, for a return showing the sumber of accidents to trains on the I. C. R. between 1st April, 1909, and present date, and the location and particulars of each; the number of persons killed or injured in each of such accidents since 1st April, 1909, to date; and the cost of each of such accidents to the I. C. R., respectively, for repairs, property destroyed, compensation to passengers, and for compensation to shippers for freight and baggage. Presented 16th January, 1911.—*Mr. Stanfield*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

83*b*. Return to an order of the House of Commons, dated 5th December, 1910, showing all data, statements, estimates, recommendations and reports with regard to an Intercolonial railway renewal equipment account, and as to the initiation of such account and the operation thereof to the present time.

2. A copy of all correspondence with the Auditor General and other persons in regard thereto.

3. A copy of all correspondence, inquiries and investigations by or on behalf of the Auditor General as to the need for such account, and as to the sufficiency or otherwise of moneys carried to such account, and also as to the application of such moneys.

4. The same returns as to the maintenance of rails account; and the same returns as to a maintenance of bridges account, also as to any other items of maintenance, and as to any recommendations regarding the adoption of such accounts. Presented 16th January, 1911.—*Mr. Barker*.. .. .. *Not printed.*

83*c* Return to an order of the Senate dated 4th May, 1910, calling for the following information:—

1. Were tenders asked for, in 1908 and 1909, for the purchase of railway sleepers for the use of the Intercolonial railway, and were contracts awarded to the lowest tenderer?

2. Who had these contracts, and what is the name of each tendered, and also the amount of each tender?

3. Did the Department of Railways and Canals, in 1908 and 1909, award any contracts whatsoever for the purchase of the said sleepers and what price was paid to each contractor, and who had these contracts?

4. In 1908 and 1909, did the Department of Railways and Canals ask for tenders for the purchase of sleepers made of spruce, white, gray and yellow, as well as of birch, ash, poplar, &c.?

5. What quantity of these sleepers, for each kind of wood, was accepted and paid for in 1908 and 1909, and does the department propose to continue the system of purchasing these kinds of wood?

6. Who bought these sleepers of spruce, birch, ash, poplar, &c., and who gave the orders to receive these kinds of sleepers, and who received them and stamped them for the Intercolonial railway?

7. In 1909, did the department ask for tenders for sleepers of cedar, cyprns and hemlock? If so, who had these contracts and were these contracts granted to the lowest bidders, and what quantities were actually furnished by each contractor?

8. What quantity of sleepers has been furnished up to this date—

(*a*) by the contractors for New Brunswick; and

(*b*) by the contractors for Nova Scotia and for the province of Quebec, respectively?

9. Did the government by order in council authorize Messrs. Pottinger, Burpee or Taylor of Moncton, to purchase sleepers of spruce of all kinds and dimensions, and to cause these kinds of sleepers to be distributed in the district of Quebec, and notably in the district of River du Loup and Isle Verte?

10. What price did the department pay for the sleepers of spruce, hemlock, cedar, birch and poplar, &c.? Who is the contractor therefor? Who received and inspected the said sleepers?

11. Does the department know that these sleepers are absolutely unfit to be used in a railway, and that these sleepers are at the present time distributed along the Intercolonial railway to be used upon the main track?

CONTENTS OF VOLUME 23—*Continued.*

12. How much a carload does the freight of sleepers sent from New Brunswick cost in the district of Quebec? Presented 3rd February, 1911.—*Hon. Mr. Landry.* *Not printed.*

84. Return to an order of the House of Commons, dated 11th January, 1911, for a return showing the respective quantities of each of the staple varieties of fish landed by Canadian Atlantic fishermen yearly, since 1870, and the respective yearly values thereof. Presented 16th January, 1911.—*Mr. Jameson*.. .. ..*Not printed.*

85. Return to an order of the House of Commons, dated 7th December, 1910, for a copy of all letters, telegrams, correspondence, resolutions, memorials, reports, and all other papers in the possession of the government, not already brought down, regarding otter, beaver, or steam trawling, and the operations of the trawlers *Wren* and *Coquette* in the waters of the Northumberland strait, or elsewhere, in Nova Scotia. Presented 16th January, 1911.—*Mr. Chisholm* (*Antigonish*).. .. ..*Not printed.*

86. Return to an order of the House of Commons, dated 7th December, 1910, for a return showing the revenue of the post offices of Acton Vale, Upton and St. Pie, in the county of Bagot, province of Quebec, since the year 1903 up to 1910 inclusively. Presented 17th January, 1911.—*Mr. Monk*.. .. ..*Not printed*

86*a*. Return to an order of the House of Commons, dated 16th January, 1911, for a copy of all instructions or communications from the Department of Public Works or any officer thereof, or the minister of public works, to the chief architect, or any other architect, with respect to the preparation of plans for the construction of a post office building at Parrsboro, Nova Scotia, and all other post office buildings or public buildings to be used wholly or in part by the Post Office Department, for which votes have been passed during the period from 1st January, 1908, to 31st December, 1910 Presented 20th April, 1911.—*Mr. Rhodes*.. .. ..*Not printed.*

87. Return to an address of the Senate dated 22nd April, 1910, for:—

1. Copies of all orders in council or of every order of the Department of Justice and of the Department of Public Works, and of all the correspondence exchanged between the government, the Departments of Justice and Public Works, the Bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subjects of—

(*a*) The acquisition by the government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(*b*) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the bank of Montreal;

(*c*) its definite purchase from the Bank of Montreal by the government;

(*d*) the appointment of an agent to represent the government at the sale by the sheriff;

(*e*) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the Bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the government.

3. Copies of the various contracts entered into between La Banque du Peuple and the People's Bank of Halifax in 1905, between the government and the bank of Montreal, in 1909, between the government and Mr Ernest Cann, who had become the

CONTENTS OF VOLUME 23—*Continued.*

lessee of the government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of a correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the government with respect to such transactions, with the names of the persons to whom such sums were paid, and the amounts paid to each of them, and for what particular object. Presented 11th January, 1911.—*Hon. Mr. Landry.*

Not printed.

87*a*. Supplementary return to an address of the Senate dated 22nd April, 1910, for:—

1. Copies of all orders in council or of every order of the department of justice and of the department of public works, and of all the correspondence exchanged between the government, the department of justice and public works, the bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subject of—

(*a*) The acquisition by the government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(*b*) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the Bank of Montreal;

(*c*) its definite purchase from the bank of Montreal by the government;

(*d*) the appointment of an agent to represent the government at the sale by the sheriff;

(*e*) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the government.

3. Copies of the various contracts entered into between La Banque du Peuple, and the People's Bank of Halifax in 1905, between the government and the bank of Montreal, in 1909, between the government and Mr. Ernest Cann, who had become the lessees of the government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of all correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the government with respect to such transactions, with the names of the persons to whom such sums were paid, and the amounts paid to each of them, and for what particular object. Presented 18th January, 1911.—*Hon. Mr. Landry.*

Not printed.

87*b*. Further supplementary return to an address of the Senate dated 22nd April, 1910, for:

1. Copies of all orders in council or of every order of the Department of Justice and of the Department of Public Works, and of all the correspondence exchanged between the government, the Departments of Justice and Public Works, the Bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subjects of—

(*a*) The acquisition by the government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(*b*) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the bank of Montreal;

(*c*) its definite purchase from the Bank of Montreal by the government;

CONTENTS OF VOLUME 23—*Continued.*

(*d*) the appointment of an agent to represent the government at the sale by the sheriff;

(*e*) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the Bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the government.

3. Copies of the various contracts entered into between La Banque du Peuple and the People's Bank of Halifax in 1905, between the government and the Bank of Montreal in 1909, between the government and Mr. Ernest Cann, who had become the lessee of the government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of all correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the government with respect to such transactions, with the names of the persons to whom such sums were paid, and the amounts paid to each of them, and for what particular object. Presented 27th January, 1911.—*Hon. Mr. Landry.*

Not printed.

87*c*. Supplementary return to an address of the Senate dated 22nd April, 1910, for copies:—

1. Copies of all orders in council or of every order of the Department of Justice and of the Department of Public Works; and of all the correspondence exchanged between the government, the Departments of Justice and Public Works, the Bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subjects of—

(*a*) The acquisition by the government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(*b*) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the bank of Montreal;

(c) its definite purchase from the Bank of Montreal by the government;

(*d*) the appointment of an agent to represent the government at the sale by the sheriff;

(*e*) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the Bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the government.

3. Copies of the various contracts entered into between La Banque du Peuple and the People's Bank of Halifax in 1905, between the government and the Bank of Montreal in 1909, between the government and Mr. Ernest Cann. who had become the lessee of the government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of all correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the government with respect to such transactions, with the name of the persons to whom such sums were paid, and the amounts paid to each of them, and for what particular object. Presented 7th February, 1911.—*Hon. Mr. Landry.*

Not printed.

CONTENTS OF VOLUME 23—*Continued.*

87*d* Return to an order of the Senate dated 9th March, 1911, for a return of copy of the contract entered into between the Bank of Montreal and the People's Bank of Halifax, in 1905, in connection with the financial situation and with the obligations of the firm of Carrier-Laine, a copy of which contract was handed over to the government at the time of the financial transactions concluded between the Bank of Montreal and the government in 1909. Presented 4th April, 1911.—*Hon. Mr. Landry.*

Not printed.

88. Return to an address of the Senate dated 24th November, 1910, for copies of all orders in council, memoranda or other correspondence respecting the resignation of the present Lieutenant Governor of the province of Quebec, the apopintment of his successor, the application for leave of absence, and the appointment of an administrator during the absence from the country of His Honour Sir Pantaleon Pelletier. Presented 11th January, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

88*a*. Return to an address of the Senate dated 8th February, 1911, for a copy of the order in council extending, for a period of two months, the leave of absence already obtained by Sir Pantaleon Pelletier, together with copy of all the correspondence on the subject between the government, His Honour the Lieutenant Governor of the province of Quebec, and the present administrator of the said province. Presented 14th February, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

89. Return to an order of the House of Commons, dated 16th January, 1911, for a copy of all correspondence, letters, telegrams, reports and papers of every description between the liquidators of the Charing Cross Bank or of A. W. Carpenter or anyone on their behalf, and any member of the government, or official thereof, regarding the affairs of the Atlantic, Quebec and Western railway, the Quebec Oriental railway, or the new Canadian Company, limited. Presented 18th January, 1911.—*Mr. Ames.*

Not printed.

90. Return to an order of the House of Commons, dated 14th December, 1910, for a return showing how many wireless telegraph stations are owned by the government where are they located, the cost of each, and the revenue derived from each; what stations are leased, to whom they are leased, the amount of rental received each year and the period covered by said lease. Presented 18th January, 1911.—*Mr. Armstrong.*

Not printed.

91. Return to an order of the House of Commons, dated 15th March, 1910, for a return showing the names of all persons who have been fined for breach of fisheries regulations in the coast waters of the counties of Pictou and Cumberland, Nova Scotia, and Westmorland, New Brunswick, during the years 1907, 1908 and 1909, together with a full statement of the penalties inflicted, moneys collected, and fines or portion thereof remitted, if any, in each case. and for a copy of all instructions issued, reports, correspondence and documents relating in any manner thereto. Presented 18th January, 1911.—*Mr. Rhodes*.. .. ..*Not printed.*

91*a*. Return to an order of the House of Commons, dated 11th January, 1911, for a return showing the names of all persons who have been fined for breach of fishery regulations in the coast waters of Prince Edward Island since the year 1900 up to this date, together with a statement of the penalties inflicted, moneys collected, and fines or portions thereof remitted, in each case; and for a copy of all instructions issued, reports, correspondence and documents relating in any manner thereto. Presented 6th March, 1911.—*Mr. Fraser*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

92. Return to an order of the House of Commons, dated 16th January, 1911, for a copy of the mailing list, and names of all parties to whom the Department of Labour mailed or otherwise sent copies of the *Labour Gazette* during the year 1910, and of the names of all correspondents that report to the department on labour topics for the purposes of the *Labour Gazette*. Presented 18th January, 1911.—*Mr. Currie (Simcoe).*

Not printed.

93. Return to an order of the House of Commons, dated 7th December, 1910, for a copy of all correspondence and other papers and documents that have passed between the government and any party or parties during the past year in connection with the dredging of the Napanee river; also any instruction given by the minister in connection therewith? Presented 18th January, 1911.—*Mr. Wilson (Lennox and Addington)*.. .. ..*Not printed.*

93*a*. Return to an address of the House of Commons, dated 12th December, 1910, for a copy of all correspondence, specifications, tenders, orders in council, and other papers relating to a contract or contracts entered into by the Department of Public Works for dredging in Miramichi Bay, New Brunswick, since the close of the last fiscal year. Presented 13th February, 1911. *Mr. Crocket*.. .. ..*Not printed.*

93*b*. Return to an order of the House of Commons, dated 23rd January, 1911, for a summary report on the state of the dredging works executed in the River Des Prairies up to the present time, making specially known the length, depth and width of the canal dredged up to date, and the amount expended on this work. Presented 22nd March 1911.—*Mr. Wilson (Laval)*.. .. ..*Not printed.*

93*c*. Return to an order of the House of Commons, dated 23rd January, 1911, for a return showing:—1. A copy of the report of the engineer who made the survey and estimate of the Back River or Rivière des Prairies, between the eastern end of the Island of Montreal and the Lake of Two Mountains, in the province of Quebec, in view of the dredging and deepening of said river.

2. Details of work and expenditure to date in connection with the said work.

3. Estimate of cost of work remaining to be done and especially of the part between Bourde á Plouffe and the Lake of Two Mountains. Presented 22nd March, 1911.—*Mr. Monk*.. .. ..*Not printed.*

93*d*. Return to an order of the House of Commons, dated 11th January, 1911, for a return showing during the seasons 1904, 1905, 1906, 1907, 1908, 1909 and 1910, what amounts were paid to Messrs. Dussault & Lemieux, dredging contractors, for work done by the *International*, the government dredge, leased to the said contractors, as far as the same can be ascertained. Presented 28th March, 1911.—*Mr. Sharpe (Ontario).*

Not printed.

94. Return to an order of the House of Commons, dated 5th December, 1910, for a return showing the names and dates of first appointment of all lighthousekeepers, from Quebec to the sea, in the river and Gulf of St. Lawrence; also their present salaries, with an indication in each case of what they are obliged to provide for the lighthouse or signal service, and the amount of indemnity granted them for such provision. Also the rules or regulations which provide for the regular increase of their salaries. Presented 19th January, 1911. *Mr. Monk*.. .. ..*Not printed*

CONTENTS OF VOLUME 23—*Concluded.*

94a. Return to an order of the House of Commons, dated 26th January, 1911, for a return giving the names of the lighthouse keepers on the St. Lawrence, between Quebec and Montreal, since the 12th April, 1887, and what yearly salary has been paid them respectively since that date. Presented 27th February, 1911.—*Mr. Blondin.*
Not printed.

95. Return to an address of the House of Commons, dated 5th December, 1910, a copy of a Report by Mr. W. T. R. Preston, Commissioner of Trade and Commerce in Holland *re* the establishment of a Netherland loan company in Canada; of all communications between the Department of Trade and Commerce and any other department of the government and Mr. Preston on the subject matter of this report; a copy of all correspondence between Mr. Preston and any person or persons in Holland regarding proposed operations of a Dutch Loan Company in Canada, and a copy of correspondence or communications of any nature whatsoever between the government or the department with any persons relating to this question. Presented 19th January, 1911.—*Mr. Monk*.. .. .. .

CONTENTS OF VOLUME 24—*Continued.*

96*a*. Return to an order of the House of Commons, dated 7th December, 1910, for a copy of all applications, correspondence, and other documents in reference to sections 11, 12, 14, 22, 24, 28, 30, 32, 34, and 36 in township 10, range 22, west of the 4th meridian. Presented 1st February, 1911.—*Mr. Wallace*.. .. ..*Not printed.*

96*b*. Return to an order of the House of Commons, dated 8th February, 1911, for a copy of all letters, telegrams and correspondence between the Department of the Interior or any of its officials and Mr. J. Krenzer, or their solicitor, or one Mr. Wolf, and of all reports of the officials of the said department respecting the south half section 28, township 27, range 18, west of the 2nd principal meridian, and also all correspondence, letters and telegrams between the department and one Thomas Greenway or his brother respecting the said lands; and all correspondence between the department and its officials respecting the said lands; and all papers, reports, correspondence and documents put in the files of the department, since the 1st of April, in relation to the dispute between said Krenzer and said Greenway. Presented 22nd February, 1911.—*Mr. Staples*.. .. ..*Not printed.*

97. Minutes of conference held at Washington the 9th, 10th, 11th and 12th January, 1911, as to the application of the award delivered on the 7th September, 1910, in the North Atlantic coast fisheries arbitration to existing regulations of Canada and Newfoundland. Presented 19th January, 1911. by Sir Allen Aylesworth.

Printed for both distribution and sessional papers.

97*a*. Copy of order in council approved by His Excellency the Governor General in Council on the 21st January, 1911, relating to changes in the fishery regulations under section 54 of "The Fisheries Act," chapter 45 of the revised statutes of Canada, 1906, in conformity to the agreement made at the conference held at Washington, January, 1911 Also dspatch from Mr. Bryce to Lord Grey. Presented 25th January, 1911, by Hon. L. P. Brodeur... .. ..*Printed for both distribution and sessional papers.*

97*b*. (1) Copy of Hague Tribunal Award concerning Atlantic fisheries given 7th September, 1910;

(2) Extracts from the special fishery regulations for the province of Quebec;

(3) Protocol 30 containing statements of the acts of Newfoundland and Canada objected to by the United States authorities.

On motion of Mr. Brodeur, it was ordered, That Rule 74 be suspended, and that the foregoing papers in connection with the "Hague Tribunal Award," be printed forthwith, and put under the same cover as the documents the printing of which was ordered at the sitting of the House on the 25th January, 1911. Presented 27th January, 1911, by Hon. L. P Brodeur.

Printed for both distribution and sessional papers.

98. Return to an order of the House of Commons, dated 11th January, 1911, for a copy of all memorials, petitions and requests received by the government since last session advocating the enlargement of the Welland canal, as well as all memorials, petitions, resolutions, &c., favouring the construction of the Montreal and Georgian Bay canal. Presented 20th January, 1911.—*Mr. Hodgins*.. .. ..*Not printed.*

98*a*. Return to an order of the House of Commons, dated 11th January, 1911, for a copy of the lease made between the government and the Canadian Light and Power Company relating to the Beauharnois canal. Presented 20th January, 1911.—*Mr. Lortie.*

Not printed.

CONTENTS OF VOLUME 24—*Continued.*

98*b*. Return to an order of the House of Commons, dated 23rd January, 1911, for a return showing in detail:—1. All sums paid by the concessionaires or grantees of the Beauharnois canal as rental or royalties upon the rights conveyed to them by the Crown on the Beauharnois canal, or paid by their assigns in the enjoyment of the said rights, since the concession.

2. Of all sums paid or expended by the government upon the said canal since the date of the said concession.

3. Of all sums actually due the Crown by the grantees or assigns for the use of the said canal or in connection therewith. Presented 7th February, 1911.—*Mr. Monk.*
Not printed.

98*c*. Supplementary return to an order of the House of Commons, dated 11th January, 1911, for a copy of all memorials, petitions and requests received by the government since last session advocating the enlargement of the Welland canal, as well as all memorials, petitions, resolutions, &c., favouring the construction of the Montreal and Georgian Bay canal. Presented 10th February, 1911.—*Mr. Hodgins*.. ..*Not printed.*

98*d*. Return to an order of the House of Commons, dated 1st February, 1911, for a copy of all leases, agreements and contracts made with any person, persons, company or corporations, granting by way of lease or otherwise, any water powers on or along the Trent Valley canal; together with any correspondence in connection with same. Presented 9th March, 1911.—*Mr. Roche*.. .. ..*Not printed.*

98*e*. Return to an address of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence concerning the lease or alienation of the Beauharnois canal, of all reports called for by the government and made concerning the said alienation by experts, officers of the departments or others, of all orders in council respecting said alienation and of the deed or deeds between the Crown and the concessionaires embodying the said lease or alienation and respecting also any transfers of their rights and privileges by the original grantees. Presented 14th March, 1911.—*Mr. Monk*.. .. ..*Not printed.*

99. Return to an order of the House of Commons, dated 12th December, 1910, for a statement showing the amounts paid by the several government departments since 1st January, 1908, to the following law firms, or to any member thereof, and what has been in each case the nature of the service rendered; Messrs. Dandurand, Hibbard & Company, Montreal; Stewart, Cox & McKenna, Montreal; Smith, Markay & Company, Montreal; Hibbard, Boyer & Gosselin, Montreal. Presented 23rd January, 1911.—*Mr. Reid (Grenville)*.. .. ..*Not printed.*

100. Return to an order of the House of Commons, dated 14th December, 1910, for a return showing the cost of the Senate of Canada for each year since the fiscal year 1896. under the headings of number of senators, indemnity, travelling expenses, printing, staff, and contingencies. Presented 23rd January, 1911.—*Hon. Mr. Foster.*
Not printed.

101. Return to an order of the House of Commons, dated 16th January, 1911, for a return showing the names of the United States consuls or consular officers in the Dominion, the districts over which each has consular authority, the scale of fees which is exacted by them for certification of exports to the United States and the number of certified lots of goods exported under certificate during the year 1910. Presented 24th January, 1911.—*Mr. Rhodes*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

102. Return to an order of the House of Commons, dated 7th December, 1910, for a copy of all customs entries made at Vancouver, British Columbia, for goods entered free of duty by each of the following parties during each of the years 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909 and 1910:—Robert Kelly, by himself, agent, or broker for him; Kelly, Douglas & Company, or agent, or broker, for them; and by any or all of the departments of the Dominion government; also by any other person, firm or firms, or broker, having been allowed to make free entry at Vancouver, British Columbia, during above years, declared as for supply to the Dominion government. Presented 24th January, 1911.—*Mr. Barnard*.. .. ..*Not printed.*

102*a*. Return to an order of the House of Commons, dated 23rd January, 1911, for a return showing the average value for duty in 1896 and 1910, respectively, of the unit of each article or commodity enumerated in the schedules of the Customs Act, on which an ad valorem duty was payable together with the rate of duty, the amount on which duty was paid, and the amount of duty paid for each year, with the totals, respectively. Presented 13th February, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

103. Return to an order of the House of Commons, dated 7th December, 1910, for a return showing the names, respective ages, when appointed, and pay received by the sessional employees of the House of Commons. Presented 25th January, 1911.—*Mr. Sproule*.. .. ..*Not printed.*

103*a*. Return to an order of the House of Commons, dated 13th February, 1911, for a return showing the names and addresses of all sessional employees of the House of Commons, beginning with the session immediately subsequent to the elections of 1896, and for each year succeeding, to and including the present session, their duties in each case, their home addresses, their salaries, their transfers in each and every case to either other appointments of the sessional staff or to permanent employment in any department, the dates of each such appointment or transfer, upon whose recommendation each such appointment was made, their dismissals, if any, and the reasons therefor. Presented 28th March, 1911.—*Mr. Sharpe (Ontario)*.. .. .. ..*Not printed.*

104. Return to an order of the House of Commons, dated 5th December, 1910, for a return showing the date of the opening and closing of parliament for each year from 1896 to 1910, and the number of days the House and Senate was in session for each of these years. Presented 27th January, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

105. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all letters, telegrams, correspondence, petitions and communications referring in any manner to the establishment or maintenance of the mail route from Athol post office to South Athol, county of Cumberland, N.S Presented 27th January, 1911.—*Mr. Rhodes*.. .. ..*Not printed.*

106. Return to an order of the House of Commons, dated 11th January, 1911, for a copy of all correspondence, telegrams or memoranda had between this government, or any member thereof, and the provincial government of Alberta and Saskatchewan, or either of them, or any of their members, in reference to securing control by such provincial governments of the lands, timber, water powers, coal and other minerals, or any of the natural resources which exist within the respective boundaries of said provinces. Presented 27th January, 1911.—*Mr. Herron*.. .. ..*Not printed.*

106*a*. Return to an order of the House of Commons, dated 13th February, 1911, for copies of any correspondence between the government of the Dominion, or any member thereof, and the provincial governments of Alberta and Saskatchewan, or either of

CONTENTS OF VOLUME 24 *Continued.*

them, or any of their members, in reference to securing control by such provincial governments of the lands, timber, water powers, coal and other minerals, or any of the natural resources which exist within the respective boundaries of said provinces, other than school lands. Presented 20th February, 1911.—*Mr. Lake.. ..Not printed.*

107. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence between the Minister of Justice and the Attorney General of Nova Scotia in respect to the proposed change in the constitution of the Admiralty Court for that province. Presented 30th January, 1911. *Mr. McKenzie.. .. .. Not printed.*

108. Return to an address of the House of Commons, dated 5th December, 1910, for a copy of the proclamation of the Governor in Council naming a day for the coming into force of an Act intituled "An Act to amend the Railway Act, 1903," chapter 31 of the Statutes of Canada of 1904 as provided for by Section 2 of that Act. Presented 30th January, 1911.—*Mr. Lennox.. .. ..Not printed.*

109. Return to an address of the House of Commons, dated 11th January, 1911, for a statement giving a concise history of the negotiations in regard to reciprocal trade carried on since 1900 between the governments of Canada and of the Australian Commonwealth, together with a copy of official telegrams upon the same subject exchanged between the two governments, or between the official representatives thereof, since the Imperial Conference of 1907. Presented 31st January, 1911. —*Mr. Ames.. .. ..Not printed.*

109a. Tariff relations between the United States and the Dominion of Canada, 1911. Presented 1st February, 1911, by Hon. W. S. Fielding.. .. ..*Not printed.*

109b. Tariff relations between the United States and the Dominion of Canada, correspondence and statements, 1911. Presented 6th February, 1911, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*

109c. Return to an order of the House of Commons, dated 27th February, 1911, for a return showing respectively, the total trade, the imports, the exports for each year from 1846 to 1876, both inclusive, between the British North American possessions, except Newfoundland, and the United Kingdom, the United States of America and other countries respectively. Presented 14th March, 1911.—*Mr. Borden.. .. ..Not printed.*

110. Return to an order of the House of Commons, dated 16th January, 1911, for a copy of all correspondence between the Finance Department, or any of its officers ,or any members of the government, and any persons or corporotions with reference to the incorporation of the Farmer's Bank, or to circumstances in connection therewith. Presented 1st February, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

110a. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence between the government or any member thereof, or any official of the Department of Finance, and any person or association, with reference to the conduct and affairs of the Farmer's Bank since the date of its organization. Presented 1st February, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

110b. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of the full report and finding of the curator of the Farmer's Bank, up to the time of his appointment as liquidator of the same by the shareholders for the requisition of which, authority is given to the Minister of Finance by Section 122 of the Bank Act. Presented 1st February, 1911.—*Hon. Mr. Foster.*

Printed for both distribution and sessional papers

CONTENTS OF VOLUME 24—*Continued.*

110*c*. Return to an address of the House of Commons, dated 16th January, 1911, for a copy of all applications, petitions, letters, telegrams and other documents and correspondence, and all orders in council and certificates, relating to or connected with the establishment of the Farmer's Bank of Canada and its operations. Presented 1st February, 1911—*Mr. Taylor (Leeds)*.

Printed for both distribution and sessional papers.

111. Return to an order of the House of Commons, dated 7th December, 1910, for a return showing the total cost to date of wharves at North Bay, Burks Falls and Maganatawan, Ontario; the name, date of appointment and salary of wharfinger in each case; the schedule of fees charged to public or others for use of wharf in each case; and a detailed statement of receipts for each wharf for the years 1907, 1908, 1909, giving name of party paying and for what. Presented 2nd February, 1911.—*Mr. Arthurs.*

Not printed.

112. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence since the 1st January, 1909, with the Department of Justice or any officers of that department, making or supporting request for increase of pay to employees of the penitentiary at New Westminster; and of all reports or recommendations in that connection made by any officer of the department. Also a copy of all reports made during the period indicated, by the grand jury at New Westminster with reference to the conditions at said penitentiary. Presented 3rd February, 1911. *Mr. Taylor (New Westminster)*.. .. ..*Not printed.*

113. Report of proceedings between the Farmers' Delegation and the Prime Minister and members of the government held in the House of Commons chamber on the 16th December, 1910, with corresponding preliminary to the meeting. Presented 6th February, 1911, by Rt. Hon. Sir Wilfrid Laurier.

Printed for both distribution and sessional papers.

113*a*. Report of proceedings of the deputation of fruit and vegetable growers and the Prime Minister and members of the government held in the House of Commons on the tenth February instant. Presented 21st February, 1911, by Rt. Hon. Sir Wilfrid Laurier.

Printed for both distribution and sessional papers.

113*b*. Memorandum presented by the meat packers of Ontario and Quebec at a meeting held with members of the government on Monday, February 13, 1911. Presented 21st February, 1911, by Rt. Hon. Sir Wilfrid Laurier.

Printed for both distribution and sessional papers.

114. Return to an address of the Senate dated 12th January, 1911, for a copy of the order in council appointing His Honour Judge Jetté, administrator of the province of Quebec during the absence of Sir Pantaléon Pelletier, as well as a copy of any instruction whatsoever in connection with such appointment. Presented 19th January, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

115. Return to an address of the Senate dated 17th January, 1911, calling for dates of publication and distribution to members of parliament of the English and French editions of the debates of the Senate and of the House of Commons from the year 1900 to date. Presented 25th January, 1911.—*Hon. Mr. Landry*.. .. .. ..*Not printed.*

115*a*. Return to an order of the Senate dated 17th January, 1911, for a copy of a return showing, year by year, from 1900, up to the present day, the date of the publication and distribution to members of parliament:—

1. Of the English edition of the Journals of the Senate.

CONTENTS OF VOLUME 24—*Continued.*

2. Of the French edition of the same.
3. Of the English edition of the Journals of the House of Commons.
4. Of the French edition of the same. Presented 14th February, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

115b. Return to an order of the Senate dated 17th January, 1911, for a copy of a return showing, year by year, from 1900, up to the present day, the date of the publication and distribution to members of parliament:—

1. Of the English edition of the Jounrnals of the Senate.
2. Of the French edition of the same.
3. Of the English edition of the Journals of the House of Commons.
4. Of the French edition of the same. Presented 14th February, 1911.—*Hon. Mr Landry*.. .. ..*Not printed.*

116. Return to an address of the Senate dated 17th January, 1911, for a statement of the number of applications for and number of divorces granted by the parliament of Canada from 1894 to 1910 inclusive. Presented 24th January, 1911.—*Hon. Mr. McSweeny*.. .. ..*Not printed.*

117. Return to an address of the Senate dated 22nd April, 1910, showing the expenses incurred, and the date of each of the payments made by the government for the electric installation in each of the rooms of the immigration officer at Quebec during the years 1908 and 1909. Presented 31st January, 1911.—*Hon. Mr. Landry.*
1911.—*Mr. Lennox*.. .. ..*Not printed.*

118. Return to an order of the House of Commons, dated 16th January, 1911, for a return showing what amount the government paid Mr. F. H. Chrysler, K.C., for professional services between May, 1896, and 31st March, 1909, and what amount during the financial year ending 31st March, 1910; what amount since 31st March, 1910; what amount is now due by the government to Mr. Chrysler; and in what transactions or cases Mr. Chrysler is now engaged in for the government. Presented 6th February, 1911.—*Mr. Blain*.. .. ..*Not printed.*

119. Return to an order of the House of Commons, dated 25th January, 1911, for a statement showing:—

1. How much wheat was exported from Canada for the crop years ending 31st August, 1908, 1909 and 1910.

2. How much wheat was exported from Canada through United States ports during 1908, 1909 and 1910, naming said ports, and amount exported from each port.

3. How many terminal grain elevators are there at Port Arthur and Fort William, and what is the name of each.

4. How much grain was shipped through each elevator at Port Arthur and Fort William during each year 1908, 1909 and 1910, and what are the names of the elevators respectively.

5. How much wheat was exported from Canada during each crop year 1908, 1909 and 1910, not passing through the terminal elevators at Port Arthur and Fort William.

6. How many men are employed by the government in connection with the terminal elevators at Port Arthur and Fort William, and what is the total salary paid the men per year Presented 7th February, 1911.—*Mr. Schaffner.*

Printed for sessional papers.

120. Return to an order of the House of Commons, dated 18th January, 1911, for a return showing how many appointments have been made by the government from the con-

CONTENTS OF VOLUME 24—*Continued.*

stituency of South Grey since 1904, their names, to what positions appointed, and the salary or remuneration in each case. Presented 9th February, 1911.—*Mr. Blain.*
Not printed.

120*a*. Return to an order of the House of Commons, dated 25th January, 1911, for a return showing the full names of the permanent and temporary employees appointed at Quebec since the first of January, 1905, in the following departments: Post Office, Customs, Inland Revenue and Public Works; the age and place of residence of each of these employees at the time of their appointment, the dates and nature of changes, promotions or increases of salary granted them since their appointment. Presented 15th February, 1911.—*Mr. Lachance*.. .. ..*Not printed.*

120*b*. Supplementary return to an order of the House of Commons, dated 18th January, 1911, for a return showing how many appointments have been made by the government from the constituency of South Grey since 1904, their names, to what positions appointed, and the salary or remuneration in each case. Presented 20th February, 1911.—*Mr. Blain*.. .. ..*Not printed.*

120*c*. Return to an order of the House of Commons, dated 23rd January, 1911, for a return showing how many appointments have been made by the government from the constituency of Wentworth since 1904, together with their names, to what positions appointed, and the salary or remuneration in each case. Presented 27th February, 1911.—*Mr. Blaine*.. .. ..*Not printed.*

121. Return to an address dated the 24th November, 1910, for copies of all orders in council, of all decisions rendered by the Military Council or some of its members, and of all correspondence concerning the guard and escort of honour applied for in August and September last on the occasion of the visit in Quebec and Montreal of His Excellency Cardinal Vannutelli. Presented 10th February, 1911.—*Hon. Mr. Landry.*
Not printed.

122. Return to an address of the Senate dated 1st February, 1911, calling for copies of petitions presented by the Quebec Board of Trade, or of the resolutions adopted by it during November and December last, and transmitted to the Right Honourable the Prime Minister of this country, together with all correspondence exchanged on the subject of these resolutions. Presented 7th February, 1911.—*Hon. Mr. Landry.*
Not printed.

123. Return to an order of the House of Commons, dated 11th January, 1911, for a copy of all letters, agreements, telegrams, or memoranda with respect to the application for water-power license on the Elbow river west of Calgary. Presented 13th February, 1911.—*Mr. McCarthy*.. .. ..*Not printed*

123*a*. Return to an order of the House of Commons, dated 18th January, 1911, for a copy of all correspondence had between the government, or any member thereof, and the Municipal Council of the City of Calgary, or any member thereof, regarding the conserving of the water flow of the Elbow river above the intake established by the said city in connection with their water works system. Presented 16th February, 1911.—*Mr. McCarthy*.. .. ..*Not printed.*

124. Return to an order of the House of Commons, dated 26th January, 1911, for a statement showing the amounts paid by the various departments of the government to the Sherwin-Williams Company for paints and other goods in the years 1906, 1907, 1908, 1909 and 1910. Presented 14th February, 1911.—*Mr. Boyce*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

125. Return to an order of the Senate dated 18th January, 1911, showing

1. In 1884, did a federal statute (47 Vict., ch. 78) confirm the legal existence of the Quebec Bridge Company?

2. In 1901, did not another federal statute (1 Edward VII, ch. 81), give birth to a company known as "The Quebec Terminal and Railway Company"?

3. In 1903, after having been, for two years, completely distinct from one another, did not the two above-mentioned companies amalgamate, constituting a new company, to which a federal statute (3 Edward VII, ch. 177) gave the name of "The Quebec Bridge and Railway Company"?

4. Was it not during the same year 1903, that were signed between the Quebec Bridge and Railway Company, the agreements which gave to the government the power to substitute itself to the bridge company and to complete at a certain date the colossal enterprise of the construction of a bridge over the St. Lawrence near Quebec?

5. Was not this substitution of the government to a private company confirmed by federal legislation in 1908 at the time of the adoption by parliament of chapter 59 of 7-8 Edward VII?

6. Under the said legislation, has the government passed an order in council enacting that it take hold of the whole of the undertaking, assets, properties and concessions of the said Quebec Bridge and Railway Company?

7. When was this order in council passed?

8. What composes the whole of the undertaking, assets, properties and concessions of the said company mentioned in the laws?

9. Has any part of the said whole of the undertaking, assets, properties and concessions of the company been transferred to the Grand Trunk Pacific Railway Company, or to the National Transcontinental Commission?

10. What was the part so transferred?

11. Does it comprise the bridge or some of the railway lines from the bridge and ending at the city of Quebec or at some place on the line of the Canadian Pacific railway, on the north, and of the Grand Trunk railway on the south of the river?

12. Are not the construction of the bridge and of the railway lines from the bridge, north and south of the St. Lawrence river, under the exclusive jurisdiction of the government who have kept the entire control thereof? Presented 11th February, 1911.—*Hon. Mr. Landry*.. .. .. .

CONTENTS OF VOLUME 24—*Continued.*

127. Return to an order of the Senate dated 17th January, 1911, for a return showing, in as many distinct columns:—

1. The names of all departments obliged by law to lay before parliament reports of their annual operations.

2. The date fixed by law for the laying of the said reports before parliament.

3. The date on which the said reports have been laid for the fiscal year ending 31st March, 1910, stating whether it was the English or the French edition which was so laid.

4. The date of the publication and distribution of the French edition of the said reports.

5. The title of the reports which, up to the 15th January, 1911, nine months and a half, after the fiscal year ending the 31st March, 1910, have not yet been published in French.

6. The titles of the reports which, up to the 15th January, 1911, twenty-one months and a half after the fiscal year ending the 31st March, 1909, have not yet been published in French. Presented 16th February, 1911.—*Hon. Mr. Landry.. ..Not printed.*

128. Return to an order of the House of Commons, dated 26th January, 1911, for a return showing the date of incorporation, a copy of the Act of incorporation, and any subsequent amendments thereto, all petitions, correspondence, applications and other papers or data asking for or relating to the grant of subsidy thereto, a copy of all contracts for construction, the subsidies granted and the several payments of the same, the dates of payment and the persons to whom cheques were issued therefor, a copy of engineer's reports and certificates on which payment was authorized in each case, the number of miles completed, the number now being operated, the number of miles still to be finished, the total cost to date and the estimated cost of completion, and the present condition of the road, in the case of the Atlantic, Quebec and Western Railway Company, the Quebec and Oriental R. R. Company and the new Canadian company. Also the shareholders, directors and officers of each of these companies, the capital subscribed and paid up by each subscriber, the amounts paid out each year to directors and officers as fees and salaries, the amount paid for promotion or other expenses, in detail, for each of the above companies. In the case of any mileage operated, the yearly revenues and working expenses. Presented 17th February, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

128*a*. Supplementary return to an order of the House of Commons, dated 23rd January, 1911, for a return showing the date of incorporation, a copy of the Act of incorporation, and any subsequent amendments thereto, all petitions, correspondence, applications and other papers for data asking for or relating to the grant of subsidy thereto, a copy of all contracts for construction, the subsidies granted and the several payments of the same, the dates of payment and the persons to whom cheques were issued therefor, a copy of engineer's reports and certificates on which payment was authorized in each case, the number of miles completed, the number now being operated, the number of miles still to be finished, the total cost to date and the estimated cost of completion, and the present condition of the road, in the case of the Atlantic, Quebec and Western Railway Company, the Quebec and Oriental R. R. Company and the new Canadian company. Also the shareholders, directors and officers of each of these companies, the capital subscribed and paid up by each subscriber, the amounts paid out each year to directors and officers as fees and salaries, the amount paid for promotion or other expenses, in detail, for each of the above expenses. In the case of any mileage operated, the yearly revenues and working expenses. Presented 17th March, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

128b. Further supplementary return to an order of the House of Commons, dated 23rd January, 1911, for a return showing the date of incorporation, a copy of the Act of incorporation, and any subsequent amendments thereto, all petitions, correspondence, applications and other papers or data asking for or relating to the grant of subsidy thereto, a copy of all contracts for construction, the subsidies granted and the several payments of the same, the dates of payment and the persons to whom cheques were issued therefor, a copy of engineer's reports and certificates on which payment was authorized in each case, the number of miles completed, the number now being operated, the number of miles still to be finished, the total cost to date and the estimated cost of completion, and the present condition of the road, in the case of the Atlantic, Quebec and Western Railway Company, the Quebec and Oriental R. R. Company, and the new Canadian company. Also the shareholders, directors and officers of each of these companies, the capital subscribed and paid up by each subscriber, the amounts paid out each year to directors and officers as fees and salaries, the amount paid for promotion or other expenses, in detail, for each of the above companies. In the case of any mileage operated, the yearly revenues and working expenses. Presented 28th March, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

129. Return to an order of the House of Commons, dated 19th January, 1910, for a return showing in the construction of drill halls or armouries, or the leasing of sites for camps of instruction, in how many and what instances municipalities, regiments, or individuals, have contributed to the cost of the same in the way of concessions, sites, or moneys, and the amount in each case since 1904. Presented 20th February, 1911.—*Mr. Worthington*.. .. ..*Not printed.*

130. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence with the Department of the Interior or any officer thereof in regard to half-breed scrips numbers A. 8931 and A. 9970 issued to Joseph William Malbœuf, together with a copy of all documents in any way relating to the said scrips. Presented 20th February, 1911.—*Mr. Martin (Regina)*.. .. ..*Not printed.*

130a. Return to an order of the House of Commons, dated 18th January, 1911, for a copy of all corrspondence, reports, letters, telegrams and other documents, exchanged between the Right Reverend George Holmes, D.D., of Lesser Slave Lake, or anyone on his behalf, and the Minister of the Interior, or any official or temporary employee of the government, in reference to the issue or application of half-breed scrip. Presented 22nd February, 1911.—*Mr. Ames*.. .. ..*Not printed.*

131. Return to an order of the Senate dated 9th February, 1911, for a return showing the importations by the Dominion from the United States in the year 1910 of the following commodities:—

1. Beef and live cattle. 2. Sheep. 3. Poultry. 4. Ham. 5. Pork. 6. Bacon, 7. Flour. 8. Wheat. 9. Barley.

With the value of the different articles.

Showing also the exportations from the Dominion to the United States of the corresponding products with their relative value. Presented 22nd February, 1911.—*Hon. Mr. Macdonald (B.C.)*.. .. ..*Printed for sessional papers.*

131a. Return to an order of the Senate dated 10th February, 1911, for a return showing in as many distinct columns, for the last five years, with an additional column containing the average thereof:—

I. The quality and value of each of the following products.—

CONTENTS OF VOLUME 24—*Continued.*

1. Live stock. 2. Pork and bacon. 3. Potatoes. 4. Eggs. 5. Butter. 6. Cheese. 7. Maple sugar. 8. Fruit. 9. Garden products. 10. Hay. 11. Wheat. 12. Flour. 13. Oats. 14. Other natural products. 15. Agricultural implements.

Of Canadian origin exported to:—(*a*) the United States; (*b*) the English market; (*c*) other countries.

II. The quantity and quality of the same articles, together with the amount of duty collected on each of them for consumption and imported from:—(*a*) the United States; (*b*) the British Isles; (*c*) other countries. Presented 14th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

132. Return to on order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence between the Department of the Interior, or any of its officers, and any other persons, respecting the timber on the Fanny Louise Irwin homestead in the District of Chilliwack, British Columbia, including any instructions to solicitors to issue a writ in Exchequer Court for cancellation of timber rights not reserved in Crown grant of the homestead. Presented 20th February, 1911.—*Mr. Taylor (New Westminster)*.. .. ..*Not printed.*

133. Return to an order of the House of Commons, dated 18th January, 1911, for a return showing the total acreage of school lands sold in the provinces of Alberta and Saskatchewan in each of the years 1906, 1907 and 1908, with the average prices realized, also a statement of sales of such lands in each said province since 1st of January, 1909, to date, giving the places at which each sale was held and date of sale; the description of the land sold; the upset price at which it was offered and the price realized; and the area of land in each township, in which these school lands are located, that was under cultivation at the time it was decided to sell the school lands therein. Presented 20th February, 1911. *Mr. McCarthy*.. .. ..*Not printed*

134. Return to an order of the House of Commons, dated 15th December, 1909, for a copy of all papers, letters, telegrams, documents, petitions, reports and correspondence with reference to, or in any way concerning the appointment of a government weigher at Montreal. Presented 20th February, 1911.—*Mr. Armstrong*.. .. ..*Not printed.*

135. Supplementary return to an order of the House of Commons, dated 28th February, 1910, for a return showing the number of persons in the employ of each department of the government during the year 1909 under the following heads: (*a*) civil service employees at Ottawa; (*b*) civil service employees outside of Ottawa; (*c*) in stated and regular employ, but not under the Civil Service Act, giving the distinctive service of each group; (*d*) those in temporary or casual employment, giving the distinctive work of each group, and also showing the total amount paid under each head. Presented 20th February, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

136. Return to an order of the House of Commons, dated 30th January, 1911, for a return showing the total quantity of coal delivered to ship at Pictou, in each year during which the SS. *Stanley* has been engaged in the winter service between Prince Edward Island and Nova Scotia, and the cost thereof.

Also, statements showing the total cost of putting coal aboard; the quantity of freight handled at Pictou, and the total cost of handling such freight. Presented 21st February, 1911.—*Mr. Stanfield*.. .. ..*Not printed.*

136*a*. Return to an order of the House of Commons, dated 30th January, 1911, for a return showing the total quantity of coal delivered to ship at Pictou, in each year during which the SS. *Earl Grey* has been engaged in the winter service between Prince Edward Island and Nova Scotia, and the cost thereof.

CONTENTS OF VOLUME 24—*Continued.*

Also, statements showing the total cost of putting coal aboard; the quantity of freight handled at Pictou, and the total cost of handling such freight. Presented 21st February, 1911.—*Mr. Stanfield*.. .. ..*Not printed.*

136*b*. Return to an order of the House of Commons, dated 30th January, 1911, for a return showing the total quantity of coal delivered to ship at Pictou, in each year during which the SS. *Stanley* has been engaged in the winter service between Prince Edward Island and Nova Scotia, and the cost thereof.

Also, statments showing the total cost of putting coal aboard; the quantity of freight handled at Pictou, and the total cost of handling such freight. Presented 21st February, 1911.—*Mr. Stanfield*.. .. ..*Not printed.*

137. Return to an order of the House of Commons, dated 6th February, 1911, for a copy of the last advertisement for tenders, and the specification and contract or proposed contract for the erection of the Quebec bridge. Presented 21st February, 1911.—*Mr. Lennox*.. .. ..

CONTENTS OF VOLUME 24—*Continued.*

or their officers, in connection with the Quebec bridge. Presented 20th April, 1911.—*Mr. Ames*.. .. ..*Not printed.*

137*d*. Return to an order of the Senate dated 24th November, 1910, calling for a copy of all correspondence between the government, some of its members or employees, and the engineers oppointed to prepare the plans of the new bridge to replace the one which collapsed at Quebec in the year 1907. Presented 20th April, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

138. Report of the Ottawa Improvement Commission for the fiscal year ending 31st March, 1910, &c. Presented 21st February, 1911, by Hon. W. S. Fielding. .. .. ..*Not printed.*

139. Fourth Joint Report of the Commissioners for the demarcation of the meridian of the 141st degree of west longitude (Alaskan boundary) appointed in virtue of the first article of the convention between Great Britain and the United States, signed at Washington on the 21st April, 1906. Presented 21st February, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Printed for sessional papers.*

140. A return to an address of the Senate dated 20th January, 1911, calling for copies of all orders in council and ordinances, and of all correspondence exchanged between the parties interested in the subject:—

1. Of the lease, before 1896, to Mr. Georges Tanguay of a military property belonging to the government and situated on des Ramparts street at Quebec.

2. Of the requests made by other persons at that time, to purchase or lease the property in question.

3. Of the sale of the same property to the same Georges Tanguay. agreed to by the present government about 1897. Presented 21st February, 1911.—*Hon. Mr. Landry.* *Not printed.*

141. Return to an order of the House of Commons, dated 7th December, 1910, for a statement showing the disposition made by the government during the past year of the following:—public lands, timber limits, mineral areas, water-powers and fishing rights. Presented 22nd February, 1911.—*Mr. Sharpe (Lisgar)*.. .. .. ..*Not printed.*

141*a*. Supplementary return to an order of the House of Commons, dated 7th December, 1910, for a statement showing the disposition made by the government during the past year of the following:—public lands, timber limits, mineral areas, water-powers and fishing rights. Presented 19th May. 1911.—*Mr. Sharpe (Lisgar)*.. ..*Not printed.*

142. Return to an order of the House of Commons, dated 11th January, 1911, for a return showing the concessions granted to Canada by British countries, the products of which may be imposed into Canada under the preferential tariff. Presented 23rd February, 1911.—*Mr. Ames*.. .. ..*Not printed.*

143. Order in council, correspondence, &c., in respect to a resolution of the Legislative Assembly of the province of Saskatchewan, declaring it desirable that the parliament of Canada should create out of the public domain within the province, a suitable land grant for the University of Saskatchewan. Presented 23rd February, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Not printed.*

144. Return to an order of the House of Commons, dated 23rd January, 1911, for a return showing:—1. All grants, leases, licenses, and concessions given to individuals or corporations of water power rights or privileges on the Winnipeg river at present in force. 2. The names and descriptions of such power sites. 3. The terms and conditions upon which they are respectively held. 4. The dates upon which these powers

CONTENTS OF VOLUME 24—*Continued.*

or privileges were respectively given. 5. What constitutes forfeiture. 6. What grants, leases or licenses have been forfeited. 7. The general rules and regulations, if any, applying to the giving and holding of the water-powers on this river. 8. The amount of development effected by the grantees or lessees respectively. 9. What title or interest the Dominion claims in the running water, the bed of the river, and the banks thereof. Presented 24th February, 1911.—*Mr Haggart (Winnipeg).*

Not printed.

145. Return to an order of the House of Commons, dated 5th December, 1910, for a return showing the total number of accidents on railways in Canada since 1st April, 1909, and up to date; the number of fatal accidents; the number on each railway, and the causes of the same. Also, the number of accidents on construction work, fatal or otherwise, on the Canadian Northern and the Grand Trunk Pacific railways, and the causes of the same. Presented 24th February, 1911.—*Mr. Smith (Nanaimo).*

Not printed.

146. Return to an order of the Senate dated 24th January, 1911, showing, year by year, from 1st July, 1896, up to date, the amounts paid to Mr. J. B. Laliberté, of Quebec, merchant, by each of the departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

147. Return to an order of the Senate dated 25th January, 1911, for the production of a statement showing, year by year, from the 1st July, 1896, up to this date, the sums of money paid to the newspaper, the *Daily Telegraph*, of Quebec, by each of the different departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

148. Return to an order of the Senate dated 26th January, 1911, for a return showing, year by year, since 1st July, 1896, up to date, the amounts paid to Mr. Louis Letourneau, of Quebec, or to the Quebec Preserving Company, by each of the departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. Landry.*

Not printed.

149. Return to an order of the Senate dated 27th January, 1911, for the production of a return showing, year by year, from the 1st of July, 1896, to this date, the sums of money paid to Messrs. Samson and Filion, of Quebec, merchants, by each of the different departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed*

150. Return to an order of the Senate dated 27th January, 1911, for the production of a return showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to Mr. C. E. Taschereau, of Quebec, notary, by each of the different departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

151. Return to an order of the Senate dated 27th January, 1911, for the production of a return showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to Mr. George Tanguay, of Quebec, by each of the different departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. dry*.. .. ..*Not printed.*

152. Return to an order of the House of Commons, dated 6th February, 1911, for a copy of the curator's reports in the cases of all banks for which curators have been appointed. Presented 27th February, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed*

CONTENTS OF VOLUME 24—*Continued.*

152*a*. Supplementary return to an order of the House of Commons, dated 6th February, 1911, for a copy of the curators' reports in the cases of all banks for which curators have been appointed. Presented 2nd May, 1911.—*Hon. Mr. Foster*.. .. .. ..*Not printed.*

153. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of the by-laws, rules and regulations of the Canadian Bankers' Association as approved by the Treasury Board and now in effect. Presented 27th February, 1911.—*Hon. Mr. Foster*.. .. ..*Printed for sessional papers.*

154. Return to an order of the House of Commons, dated 30th January, 1911, for a return showing the total amount of money that has been expended on the Seybold building for alterations and repairs, or in installation of elevators, heating apparatus or other fixtures, by the government during the term of the present lease, and also under the former lease, when used for census purposes.

2. The particulars of expenditures and to whom were the several amounts paid. Presented 6th March, 1911.—*Mr. Goodeve*.. .. ..*Not printed.*

155. Return to an order of the House of Commons, dated 20th February, 1911, for a copy of all applications made by employees of the North Atlantic collieries for a conciliation board within the past six months, and of all letters, telegrams, documents, statements and other papers and documents touching the same, or having any relation thereto, including all correspondence received by the government or any department of the government from the said North Atlantic collieries or from the employees thereof touching the matter aforesaid. Presented 27th February, 1911. *Mr. Maddin. Not printed.*

156. Return to an order of the House of Commons, dated 2nd February, 1911, for a return showing the amount of money paid for provisions, supplies, repairs, work or any other service for the year ending 31st March, 1910, to the following firms in the city of Kingston, respectively: Eliott Brothers, McKelvey & Birch, C. Livingstone & Bros., R. Crawford, James Redden & Co., R. Carson, and James Crawford. Presented 27th February, 1911.—*Mr. Edwards*.. .. ..*Not printed.*

157. Orders in council, correspondence, &c., touching any proposal or Bill to erect dams, or other similar works across the River St. Lawrence, or part of the said river, at or near the Long Sault, or in the vicinity thereof. Presented 27th February, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Printed for sessional papers.*

157*a*. Partial return to an address of the House of Commons, dated 8th February, 1911, for a copy of all correspondence, memoranda, reports, memorials, plans, orders in council, treaties, conventions, agreements, documents and papers of every kind, touching any proposal or Bill to erect dams or other similar works across the River St. Lawrence, or part of the said river, at or near the Long Sault, or in the vicinity thereof; including all statutes of the state of New York and the United States of America relating thereto, and all Bills now before the Congress of the United States of America touching the same, and all the proceedings upon all such Statutes and Bills. Presented 9th March, 1911.—*Mr. Borden*.. .. ..*Not printed.*

158. Return to an order of the House of Commons, dated 6th February, 1911, for a return giving the names of all persons receiving fishery bounties, and the amount received by each, at each of the following ports:—Bauline, Little Lorraine, Main-á-Dieu and Scaterie, in the county of Cape Breton, Nova Scotia. Presented 28th February, 1911. —*Mr. Maddin*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

158a. Return to an order of the House of Commons, dated 16th April, 1911, for a return showing the names of all persons in the province of New Brunswick who have received fishing bounties during the year ending 31st March, 1911, with the amount received by each. Presented 2nd May, 1911.—*Mr. Daniel*.. .. ..*Not printed.*

159. Return to an order of the House of Commons, dated 20th January, 1911, for a copy of all reports, correspondence, and documents, not already brought down, including report of survey made in 1909 of the harbour of Cape John and Tatamagouche Bay, in the counties of Pictou and Colchester, in the province of Nova Scotia, relating to the route of the winter steamers between Prince Edward Island and the mainland of Canada, and suggesting or recommending a change or changes on such route, and an increase in the number of trips daily of such winter steamers; also a copy of all similar papers, not already brought down, relating to the route of the summer mail steamers between Charlottetown and the mainland of Canada, and suggesting a change in that route and an increase in the number of trips daily; and also with regard to connecting such suggested route with a point on the Intercolonial railway. Also for a copy of all similar papers, if any, relating to or suggesting the route between Cape Traverse in Prince Edward Island and Cape Tormentine in the mainland, as a route for the winter and summer steamers. Also for a copy of all reports, papers and correspondence relating to additional or improved aids to navigation of the harbour of Charlottetown and entrance thereto and in Tatamagouche bay and harbour. Presented 6th March, 1911.—*Mr. Warburton*.. .. .. ..*Not printed.*

160. Return to an address of the House of Commons, dated 20th February, 1911, for a copy of all correspondence, recommendations, orders in council, or other documents relating to the case of R. E. Curran, a railway mail clerk, who was fatally injured in an accident at Owen Sound, on the 29th May, 1908, and with regard to which application was made for a compassionate grant or allowance to his heirs or family. Presented 7th March, 1911.—*Mr. Macdonell*.. .. ..*Not printed.*

161. Return to an address of the House of Commons, dated 27th February, 1911, for a copy of all orders in council, reports, correspondence, documents and papers touching the dismissal of the sub-collector of customs at Mahone bay, Nova Scotia. Presented 13th March, 1911.—*Mr. Taylor (Leeds)*.. .. ..*Not printed.*

162. Return to an order of the House of Commons, dated 20th February, 1911, for a return showing:—1. The nature of the subsidy which has been granted to the Vancouver Dry Dock Company.

2. The nature of payment of interest or of a guarantee of such subsidy. Presented 13th March, 1911.—*Mr. Barnard*.. .. ..*Not printed.*

163. Return to an order of the House of Commons, dated 6th March, 1911, for a copy of all papers, reports of appraiser, letters and correspondence relating to the appraising and passing the customs of the vessel *Wanda*, owned by one William R. Travers, Toronto, on the 20th October, 1909. Presented 14th March, 1911.—*Mr. Sharpe (Ontario)*.. .. ..*Not printed.*

164. Statement of the affairs of the British Canadian Loan and Investment Company (Limited) for the year ended 31st December, 1910.

Also, a list of the shareholders on 31st December, 1910, in accordance with chapter 57 of 39 Victoria. Presented (Senate) 14th March, 1911, by the Hon. the Speaker.

Not printed

CONTENTS OF VOLUME 24—*Continued.*

165. Return to an order of the House of Commons, dated 27th February, 1911, for a return showing:—

1. How many fisheries officers have been appointed in connection with the Ontario fisheries service within the last year?

2. What are their names, their rank, and the limits territorially of the jurisdiction of each?

3. What is the salary of each, and what is the length of time or duration of such appointments?

4. Do the duties of these officers in any, and in what cases duplicate the services if similar officers appointed by the Ontario legislature?

5. Has anything been done, and what, to prevent the duplication of this service?

6. What is the total revenue derived during the years 1909 and 1910 from fisheries for the province of Ontario, and what was the total expenditure?

7. What will be the total expenditure for the year 1911?

8. Is any, and what, system followed in making appointments to this service as to efficiency. Presented 17th March, 1911.—*Mr. Porter*.. .. ..*Not printed.*

165*a*. Return to an order of the House of Commons, dated 16th February, 1911, for a return showing how many wardens for the protection of fisheries were appointed in Victoria county, N.S., between July and December in the years 1906, 1907, 1909 and 1910.

2. Their names, length of service and amount paid to each. Presented 24th March, 1911.—*Mr. Maddin*.. .. ..*Not printed.*

166. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence between the Post Office Department and any of the officials or other persons, relative to making an allowance for the transportation of letter carriers on the tramway system in New Westminster. Presented 17th March, 1911.—*Mr. Taylor (New Westminster)*.. .. ..*Not printed.*

167. Return to an address of the Senate dated 23rd February, 1911, for a copy of all the documents relating to the case of cholera reported in November last as to the Russian Said Godlieb, to the quarantining of this person, and to his detention until this date on Grosse Isle, with a history of the case, day by day, up to this date. Presented 16th March, 1911.—*Hon. Mr. Landry*.. .. .. *Not printed.*

168. Return to an address of the Senate dated 17th January, 1911, for a statement of the number of divorces granted by the parliament of Canada since 1894 to 1910 inclusive, together with the number of divorces granted by each of the courts of Nova Scotia, New Brunswick, Prince Edward Island, and British Columbia; also the population of each of those provinces according to census of 1901; and the aggregate population of Ontario, Quebec, Manitoba, and the Northwest Territories according to census in 1901. Presented 16th March, 1911.—*Hon. Mr. Power*.. .. ..*Not printed.*

169. Return to an order of the Senate dated 17th February, 1911, for a return showing the correspondence exchanged, the report made by the captain and the log kept by him relating to the trip just made by the steamer *Montcalm* in the lower St. Lawrence, the island of Anticosti and to the Baie des Sept Isles, &c. Presented 16th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed*

170. Return to an address of the Senate dated 10th March, 1911, calling for a statement showing:—

1. Who are among the judges of the Superior Court of the province of Quebec, those whose place of residence is fixed by the commission appointing them, and what is, for each of these judges, the place so fixed.

CONTENTS OF VOLUME 24—*Continued.*

2. Who are the judges whose place of residence has been fixed or changed by order in council, and what is for each of these judges, the place of residence now fixed.

3. Who are the judges whose place of residence has never been fixed, neither in the commission nor by any subsequent order in council, and what is the judiciary district to which they were appointed. Presented 21st March, 1911.—*Hon. Mr. Landry*.. .. .. .

CONTENTS OF VOLUME 24—*Continued.*

176. Papers referring to the organization of a Secretariat, as follows:—1. Despatch to the governors of the self-governing colonies relative to the reorganization of the Colonial Office.

2. Note on a visit to Australia, New Zealand and Fiji in 1909, by Sir Charles Lucas, K.C.M.G., C.B., assistant under secretary of state for the Colonies.

3. Report of the Dominions Department of the Colonial Office for the year 1909-1910.

4. Imperial Copyright Conference, 1910, memorandum of the proceedings.

5. Further correspondence relating to the Imperial Conference.

6. Correspondence relating to th Imprial Confrence, 1911. Presented, 28th March, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Not printed.*

177. Return to an order of the House of Commons, dated 20th February, 1911, for a copy of the application by or on behalf of the Glace Bay Bait Association, Glace Bay, N.S., for moneys in connection with the cold storage building for the storage of bait, at Glace Bay, N.S.; also a copy of all correspondence between the said association or anyone on its behalf and the government, any department of the government, or anyone on behalf of the government or any of its departments. Presented 28th March, 1911.—*Mr. Maddin*.. .. ..*Not printed.*

177*a*. Return to an order of the House of Commons, dated 3rd April, 1911, for a copy of all the correspondence in connection with the building of bait freezers at Louisburg and Lingan in the riding of South Cape Breton. Presented 20th April, 1911.—*Mr. Mackenzie*.. .. ..*Not printed.*

178. Return to an address of the Senate dated 8th March, 1911, that an order of the Senate do issue for the production of a copy of the complaint made by the commandant of the 61st Regiment against the commandant of the 7th Military District, of the reply of the latter and of all correspondence on the subject between the authorities at Ottawa and those at Quebec and Montreal, together with a copy of the report of the Inspector General respecting the case. Presented 28th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

179. Return to an order of the House of Commons, dated 16th March, 1911, for a return showing the average prices of butter and of eggs in London, England, for the past five years in comparison with the prices, respectively, in eastern provinces, in Montreal, in Toronto, in Minneapolis, in Chicago, in Detroit, in Buffalo, in Boston and in New York. Presented 30th March, 1911.—*Mr. Sharpe (Ontario)*.. .. ..*Not printed.*

179*a*. Return to an order of the House of Commons, dated 23rd March, 1911, for a return showing the quantity and value of butter, eggs, poultry, chilled or frozen meat, bacon, lard, apples, vegetables, wheat, barley, cattle, horses and potatoes imported into Canada during the six months ending 1st March, 1911, the countries from which the same were imported and the duty collected thereon. Presented 6th April, 1911.—*Mr. Middlebro*.. .. ..*Not printed.*

179*b*. Supplementary return to an order of the House of Commons, dated 23rd March, 1911, for a return showing the quantity and value of butter, eggs, poultry, chilled or frozen meat, bacon, lard, apples, vegetables, wheat, barley, cattle, horses and potatoes imported into Canada during the six months ending 1st March, 1911, the countries from which the same were imported and the duty collected thereon. Presented 8th May, 1911.—*Mr. Middlebro*.. .. ..*Not printed.*

180. Return to an order of the House of Commons, dated 14th December, 1910, for a return showing the total payments made by the government to the Eclipse Manufacturing

CONTENTS OF VOLUME 23—*Continued.*

Company, Limited, for year 1909-10, and how these contracts were let; the total payments made by the government to the Office Specialty Manufacturing Company, Limited, for year 1909-10, and how these contracts were let; the total payments made by the government to Messrs. Ahearn & Soper for year 1909-10, and how these contracts were let. Presented 3rd April, 1911.—*Mr. Sharpe (Lisgar)*.. .. .. ..*Not printed.*

181. Return to an order of the Senate dated 22nd February, 1911, for a copy of all orders in council and of all orders issued by the Minister of the Interior giving, from time to time, to the commissioner for the Northwest Territories, since his appointment as such, the instructions which he is to follow in the exercise of his executive in so far as concerns the government of the Northwest Territories. Presented 4th April, 1911. *Hon. Mr. Landry*.. .. ..*Not printed.*

182. Return to an order of the Senate dated 16th March, 1911, calling for a copy of all correspondence relating to the stranding in August, 1910, of the ship *Manchester Engineer* near the Strait of Belle Isle, and of the investigation held with reference thereto at Quebec during the month of September or October last. Presented 4th April, 1911. —*Hon. Mr. Landry*.. .. ..*Not printed.*

183. Return to an order of the House of Commons, dated 15th February, 1911, for a return showing all communications, telegrams, letters, petitions or plans relating to the rifle range at Bear River, N.S., received since January, 1909.

2. From whom received and upon what dates respectively? Presented 5th April, 1911. —*Mr. Jameson*.. .. ..*Not printed.*

184. Return to an order of the House of Commons, dated 14th December, 1910, for a return showing what total amount has been annually expended in each province since 1880 by the Department of Public Works for harbours and rivers, together with the annual totals of said expenditure for the whole of Canada; also that the Department of Public Works prepare and lay upon the Table of this House with this Return a map for each province, showing the location of all wharves, piers, breakwaters, &c., constructed or purchased by the federal government, and presently owned by the Dominion of Canada. Presented 6th April, 1911.—*Mr. Ames*.. .. ..*Not printed.*

185. Return to an order of the Senate dated 22nd February, 1911, for:—

1. Copies of all papers relating to the appointment of Martin Dickie to the command of the 76th Regiment of the counties of Colchester and Hants.

2. Copies of all papers relating to the recommendation of Major J. L. Barnhill by Lieut. General Drury and others to the command of the said regiment.

3. Copies of all documents relating in any way to the reasons or causes why the said Major Barnhill as the senior officer of said regiment should not have been appointed to the command of the same.

4. Copies of all correspondence and other popers and documents relating to the recent reorganization of the 78th Colchester, Hants and Pictou Regiment of "Highlanders." Presented 4th April, 1911.—*Hon. Mr. Lougheed*.. .. ..*Not printed.*

186. Return to an order of the House of Commons, dated 27th March, 1911, for a return showing the mileage of railways owned, controlled or operated in the United States by the Grand Trunk, the Canadian Pacific and other Canadian railway companies.

2. Also the mileage of railways owned, controlled or operated by the United States railway corporations in Canada. Presented 10th April, 1911.—*Mr. Rutan.*

Not printed.

187. Return to an order of the House of Commons, dated 3rd April, 1911, for a copy of all correspondence, declarations, telegrams, mailing lists, and other documents relating

CONTENTS OF VOLUME 24—*Continued.*

to an application asking for the granting of statutory postal privileges to a newspaper published at New Glasgow, Nova Scotia, called the Guysborough *Times*. Presented 10th April, 1911.—*Mr. Sinclair*.. .. ..*Not printed.*

188. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all memorials, reports, correspondence and documents in the possession of the government, not already brought down, relating to a survey of a route for a tunnel under the Straits of Northumberland between the province of Prince Edward Island and the mainland of Canada, and also relating to the construction of such tunnel. Presented 12th April, 1911.—*Mr. Richards*.. .. ..*Not printed.*

189. Return to an order of the House of Commons, dated 27th February, 1911, for a copy of all enactments, regulations, documents, papers and information of every kind setting forth or showing the systems or method by which the census is taken in the United Kingdom, the British Dominions and foreign countries, respectively; and showing in what respect, if any, the principle, system or method adopted in the United Kingdom, the British Dominions, and foreign countries differs from that proposed for the approaching census in Canada. Presented 12th April, 1911.—*Mr. Borden*.. .. ..*Not printed.*

189*a*. Forms of schedules, &c., in connection with the census to be taken during the year 1911. Presented 21st April, 1911, by Hon. S. A. Fisher.. .. ..*Not printed.*

189*b*. Supplementary return to an order of the House of Commons, dated 27th February, 1911, for a copy of all enactments, regulations, documents, papers and information of every kind setting forth or showing the systems or method by which the census is taken in the United Kingdom, the British Dominions and foreign countries, respectively; and showing in what respect, if any, the principle, system or method adopted in the United Kingdom, the British Dominions, and foreign countries differs from that proposed for the approaching census in Canada. Presented 10th May, 1911.—*Mr. Borden*.. .. ..*Not printed.*

190. Return to an order of the House of Commons, dated 6th February, 1911, for a return showing:—1. How many employees were connected with the Printing Bureau in 1896?

2. The names of those employees connected with the Printing Bureau who were dismissed between 1896 and 1911, and the date of dismissal and the cause in each case?

3. The names of those employees, who resigned or died between the years 1896 and 1911, and the date of resignation or death in each case.

4. The names of those who have been appointed to positions in connection with the Printing Bureau between 1896 and 1911, and the date of appointment in each case. Presented 12th April, 1911.—*Mr. Edwards*.. .. ..*Not printed.*

191. Return to an address of the Senate dated 17th January, 1911, for the production of a copy of the agreements concluded between the government and the former proprietor of the Stadacona farm at St. Félix du Cap Rouge, with reference to the purchase of the said farm, and of operating the same in the future as an experimental farm, and of all correspondence on these two matters. Presented 19th April, 1911.—*Hon. Mr. Landry* .. .. *Not printed.*

192. Return to an order of the House of Commons, dated 27th March, 1911, for a copy of all the correspondence, contracts, assignments and other documents with regard to what is called the Percy Aylwin irrigation grant, granted to him under order in council dated 1st September, 1908. Presented 8th May, 1911.—*Mr. Campbell*..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

193. Return to an order of the House of Commons, dated 27th February, 1911, for a copy of all letters, papers, telegrams, documents, vouchers and pay sheets, showing the names of all persons who supplied materials or worked, and the prices and rates of wages, and sums paid to each, in connection with the construction of a wharf at Deep Brook, N.S. Presented 28th April, 1911.—*Mr. Jameson*.. .. .. ..*Not printed.*

194. Return to an address of the House of Commons, dated 10th April, 1911, for a copy of all papers, documents, memoranda and correspondence relating to the parliament site in the city of Winnipeg for the province of Manitoba, including the reservations made in the Crown grants to the Hudson's Bay Company, and the purpose for which the same were made, and also a copy of the Dominion order in council, dated the 23rd January, 1872, and all subsequent orders in council and correspondence dealing with the site for both provincial and Dominion purposes. Presented 1st May, 1911. —*Mr. Haggart (Winnipeg)*.. .. ..*Not printed.*

194*a*. Supplementary return to an address of the House of Commons, dated 10th April, 1911, for a copy of all papers, documents, memoranda and correspondence relating to the parliament site in the city of Winnipeg for the province of Manitoba, including the reservations made in the Crown grants to the Hudson's Bay Company, and the purpose for which the same were made, and also a copy of the Dominion order in council, dated the 23rd January, 1872, and all subsequent orders in council and correspondence dealing with the site for both provincial and Dominion purposes. Presented 20th July, 1911.—*Mr. Haggart (Winnipeg)*.. .. ..*Not printed.*

195. Return to an address of the House of Commons, dated 23rd January, 1911, for a copy of all orders in council, regulations and rules of the several departments of the government respecting the participation by employees of the government in civic or municipal affairs, and especially with regard to their disability from serving in civic or municipal councils; and all correspondence, documents and papers since the first day of January, 1900, touching the operation of the said orders in council, rules and regulations. Also a list of all employees of the government who have been elected to or have served in city or municipal councils during the said period from the first day of January, 1900, up to the present time, including all those now so serving and those who have been prevented by the governmont from serving. Presented 1st May, 1911.—*Mr. Borden*.. .. ..*Not printed.*

195*a*. Supplementary return to an address of the House of Commons, dated 23rd January, 1911, for a copy of all orders in council, regulations and rules of the several departments of the government respecting the participation by employees of the government in civic or municipal affairs, and especially with regard to their disability from serving in civic or municipal councils; and all correspondence, documents and papers since the first day of January, 1900, touching the operation of the said orders in council, rules and regulations. Also a list of all employees of the government who have been elected to or have served in city or municipal councils during the said period from the first day of January, 1900, up to the present time, including all those now so serving and those who have been prevented by the government from serving. Presented 3rd May, 1911.—*Mr. Borden*.. .. ..

CONTENTS OF VOLUME 24—*Continued.*

197. General rule and order of the Exchequer Court of Canada in regard to seals. Presented 2nd May, 1911, by Hon. Charles Murphy.. .. ..*Not printed.*

198. Return to an order of the House of Commons, dated 18th January, 1911, for a return showing how many aliens there are in the service of the government of Canada who are residing out of Canada, their names, nationality, the nature of the service, term of service, residence, and salary.

2. The same information as to aliens now residing in Canada who have been in the service of the government of Canada for a period of three years or more, and the date and length of service.

3. The same information in regard to aliens in the service of the government of any province or provinces of Canada. Presented 9th May, 1911.—*Mr. Lennox.*

Not printed.

199. Return to an order of the House of Commons, dated 1st May, 1911, for a return giving the names of the gentlemen appointed as judges by the present government of Canada since they came into power in 1896, the residences of these gentlemen at the time of appointments, the positions to which they were respectively appointed, and in each case where the appointee had a predecessor in the position, the time which the position was vacant. Presented 11th May, 1911.—*Mr. Lennox*.. .. ..*Not printed.*

200. Return to an order of the House of Commons, dated 16th January, 1911, for a copy of all correspondence, telegrams, reports, contracts, papers and memorials in the possession of the government relating to the establishment of a fast Atlantic service between Canada and any other country; also with reference to an all red route, cable, or telegraph service, between Canada and any other country, within the past fifteen years. Presented 16th May, 1911.—*Mr. Armstrong*.. .. ..*Not printed*

201. Return to an order of the House of Commons, dated 18th May, 1911, for copies of any correspondence between the government of New Brunswick, or any member or members thereof, and the government of Canada, or any member thereof, with reference to changing the Subsidy Act, 1910, with respect to a subsidy for a line of railway from Grand Falls in the province of New Brunswick to the city of St. John in the same province. Presented 19th May, 1911.—*Mr. Carvell*.. .. ..*Not printed.*

202. Copy of report of Board of Conciliation and Investigation in the matter of the Western Coal Operators' Association and its employees. Presented 19th July, 1911, by Hon. W. L. Mackenzie King.. .. ..*Not printed.*

203. Return to an order of the House of Commons, dated 23rd January, 1911, for a return—

1. Showing in tons the east-bound and the west-bound traffic on the Intercolonial railway for the five years ending 30th June, 1910.

2. The miles of main trunk line and branches of the Intercolonial railway in each province through which it passes, distinguishing the trunk line from the branches.

3. Showing in tons the west-bound traffic originating in each of the maritime provinces during the period of five years ending 30th June, 1910. Presented 18th July, 1911.—*Mr. Sinclair*.. .. ..*Not printed.*

204. Return to an order of the House of Commons, dated 13th March, 1911, for a copy of all correspondence, telegrams, &c., during the past twelve months between Mr. E. J. Walsh, C.E., and the Minister of Department of Railways and Canals in regard to the Newmarket Canal. Presented 18th July, 1911.—*Mr. Wallace* .. .. ..*Not printed*

CONTENTS OF VOLUME 24—*Concluded.*

205. Return to an order of the House of Commons, dated 20th April, 1911, for a return showing:—1. The quantity of bituminous coal imported into Ontario transhipped into other provinces in 1910.

2. The quantity of bituminous coal imported into Ontario in 1910 imported by the different railway companies.

3. The quantity and value of slack coal imported into Ontario in 1910, what portion of this slack coal was transhipped to other provinces, and what imported by railway companies. Presented 18th July. 1911.—*Mr. Macdonell.. .. .. ..Not printed.*

206. Return to an order of the House of Commesn, dated 21th April, 1911, for a return showing in detail the expenses incurred and paid for the Paris exposition in 1900, as payments of the Colonial committee on account of space, &c., $87,000, as shown in the report of the Auditor General for 1899-1900, page D—15. Presented 21st July, 1911.—*Mr. Paquet.. .. .. .

CANADA

REPORT

OF THE

MINISTER OF PUBLIC WORKS

ON THE

WORKS UNDER HIS CONTROL

FOR THE

FISCAL YEAR ENDED MARCH 31

1910

Submitted in accordance with the Provisions of Chapter 39. Section 34, of the Revised Statutes of Canada.

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1910

[No. 19—1911]

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, G.C.M.G., &c., Governor General of Canada.

MY LORD,

I have the honour to lay before Your Excellency the Report of the Department of Public Works of Canada, for the fiscal year ended March 31, 1910.

I have the honour to be,

My Lord,

Your Excellency's most obedient servant,

WILLIAM PUGSLEY,

Minister of Public Works.

OTTAWA, October 15, 1910.

CONTENTS.

Part I.—DEPUTY MINISTER'S REPORT.
" II.—ACCOUNTANT'S REPORT.
" III.—CHIEF ARCHITECT'S REPORT.
" IV.—CHIEF ENGINEER'S REPORT.
" V.—GENERAL SUPT. OF TELEGRAPH'S REPORT.
" VI.—COLLECTOR OF REVENUE'S REPORT.
" VII.—MISCELLANEOUS REPORTS.

ALPHABETICAL INDEX TO REPORT.

Names of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
A							
Abercrombie Point, N.S.		16		3			
Accountant's report		1					
Acton Vale, P.Q., public building		8-33					
Acts of Parliament							25
Advertising coal tenders		15					
Agassiz, B.C., experimental farm		14-39					
Alberta, public buildings			33				
" bridges				365			
Alberni-Cape Beale, telegraphs		29			78		
" Clayoquot telegraphs		29			79		
Alexandria, Ont., public buildings		10-35					
Almonte, Ont., public buildings		10-35					
Amaguadees, N.S.		16		10			
Amherst, P.Q.		21		77			
Amherstburg, Ont.		24		119			
" public building		10-35					
Amherst, N.S.		16					
" public building		7-32	3				
Anderson's Hollow, N.B.		19		51			
" Cove, N.S.		16		4			
Andover, N.B		19		67			
Annapolis, N.S., public building		7-32					
" ice piers		16		4			
Anse à la Barbe, P.Q.		21					
Anse à Beaufils, P.Q.		21		78			
Anse à la Louise, P.Q.		21					
Anse à la Grosse Roche, P.Q.		21					
Anse à l'Eau, P.Q.		21		117			
Anse à l'Islot, P.Q.		21		78			
Anse aux Gascons, P.Q.		21		78			
Anse St. Jean, P.Q.		21		77			
Anse du Cap, P.Q.		21					
Anticosti, P.Q., telegraphs		29					
Antigonish, N.S., public building		7-32			10, 64		
Arnprior, Ont., public building		10 35					
" wharf		24					
Argyle Head, N.S.		16		120			
Arisaig, N.S.		16		5			
Arichat, N.S., public building		7-32		5			
Arthabaskaville, P.Q., public building		8					
Art Gallery	13	36					29
Ashcroft-Dawson, telegraphs		29			83		
Assiniboine River, Man.				161			
Asylum Wharf, P.E.I.				44, 196			
Athabaska Landing, telegraphs	10						
Atlin, B.C., post-office		14-39					
Avonport, N.S.		16		6			
Aylmer, Que., post-office		8-33					
" wharf		21		234			
B							
Baddeck, N.S., public building		7-32					
" wharf		16		6			
Baie Lavalliére, P.Q.		21		234			
Baie St. Paul, P.Q.		21		79			
Baie St. Paul, telegraphs		29					
Bailey's Brook, N.S.		16					

Names of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
B							
Banff, Alta.,							
" bridges				365			
Barachois de Malbaie, P.Q		21		78			
Barkers, N.B.		20		70			
Barrie, Ont.		24		120			
" public building		10-35	14				
Basswood Beach, N.S.		16					
Bathurst, N.B., public building		8-32	5				
" harbour		19		191			
Batiscan, Que.		21		80			
Battleford, Sask., public building		13-37					
" bridge				166, 364			
Bay of Fundy, telegraphs		29			9, 63		
Bay St. Lawrence, N.S.		16		7			
Beacon Bar, N.B.		20					
Beauport, P.Q.		21		80			
Beaver Brook, N.B.		19		67			
Beaver Harbour, N.B.		19		51			
Beebe Junction, P.Q., custom house		8					
Beebe Plains, P.Q., immigration building		8					
Belas Basin, N.B.		19					
Belle River, P.E.I.		18		43			
" Ont.		24		120			
Belleville, Ont.		24		121, 242			
" armoury		10					
" post office		10-35	14				
Belleville and Prince Edward, bridges		28					
Benton, N.B		20					
Berlin, Ont., public building		10-35	14				
Berthierville, P.Q.		21		237			
" public building		8-33					
Berubi, N.B.		19		67			
Bewdley, Ont.		24		121			
Bic, P.Q.		21		80			
Big Bras d'Or, N.S.		16		7			
Biggar, Man., immigration building		13-37					
Black Cape, P.Q.		21		81			
Black Lake, P.Q.		33					
Black Rapids, Ont.		24		242			
Black Rock, N.S.		16		9			
Black River, Ont.		28		354			
Black River, N.B.		19		52			
Blanchard, E., compensation		30					
Blanche River, Ont.		24		122			
Blind River, Ont.		24		122			
Blue Mount Bend, N.B.		20		67			
Blue Rock, N.S.		16		8			
Bluff Head, N.S.		16					
Bonaventure River, P.Q.				81			
Boularderie Centre, N.S.		16		8			
Bowmanville, Ont., public building		10-35					
" harbour		24		123, 242			
Bow River, bridge		28					
Brae, P.E.I.		18		43			
Brampton, Ont., public building		10-35	14				
Brandon, Man. "		13-37	30				
" bridge				364			
Brantford, Ont., public buildings		10-35	15				
" monument		30					
Breton Cove, N.S.		16		8			
Bretou François., gratuity		30					
Bridgeburg, Ont., public building		10-35	15				
Bridgewater, N.S., public building		32	3				
Bridges and roads		28		360			
Bridgewater, N.S., public building		7					
British Columbia, dredging		27		341			
" harbour and river		27		169			
" public buildings		14-39	34				
" telegraphs		29			77, 81		

Names of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
B							
Broad Cove, N.S.		16		20			
Brockville, Ont.,				123			
" public building		10-35					
Brokenhead, Man.		26		335			
Brown, Hon. Geo., monument		30					
Brown's Flat, N.B.		20		70			
Bruce Mines, Ont.		24		123			
Buckingham, P.Q., public building		8					
Buctouche Beach, N.B.		19		52			
" public building		8-33					
Buell, Mrs. E., compensation		30					
Burks Falls, Ont		25		123			
Burleigh Falls, Ont		25		124, 360			
Burlington Channel, Ont.		25		124			
Burnt Church, N.B.		19		52			
Burton Court House, N.B.				70			
C							
Cable Ship *Tyrian*		29			12, 94		
Cacouna, P.Q.		21					
Calgary, Atla., public buildings		13-37					
Campbell River, B.C., telegraphs		29					
Campbellton, N.B., public building		8-32					
" wharf		19		53, 191			
Campobello, N.B.		21					
Canada Creek, N.S.		16		9			
Cannes de Roches, P.Q.		21					
Canning, N.S., public building		7					
" wharf		16		9			
Canso, N.S., public building		7-32	3				
Canton Fabre, P.Q.		21		85			
Cap à l'Aigle, P.Q.		21		82			
Cape Bald, N.B.		19		53			
Cap Chatte, P.Q.		21		83			
Cap St. Ignace, P.Q.		21		82			
Cape Breton, N.S., telegraphs		29			8, 61		
Cape Cove, P.Q.		21					
Cape Croker, Ont.		25		125			
Cape Negro, N.S.		16					
Cape North, N.S.		16		10			
Cape Ray, telegraphs		29					
Cape St. Mary, N.S.		16					
Cape Tormentine, N.B.		19		54			
Caplan, P.Q.		21		82			
Caraquet, N.B.		19		54, 192			
Caretakers							
Caribou Island, N.S.		16		10			43
Carleton, P.Q.		21		83			
Carleton, N.B.		32					
Carleton Place, Ont., public building		10-35					
Castle Bay, N.S.		16		10			
Caughnawaga, P.Q.		21		234			
Cayuga, Ont., public building		10-35					
Cement laboratory				365			
Chantry Island, Ont.				155			
Chapeau bridge, P.Q.		28		362			
Chapel Pier, P.E.I.		18		43			
Charlottetown, P.E.I., public building		7 32	7				
" " harbour		18		44, 196			
Chases Point, N.B.		20		70			
Chateau Richer, P.Q.		21					
Chatham, N.B., public buildings		8-32	5				
" " harbour				55, 192			
" Ont., public buildings		10-35	15				
" Ont.				135			
Chaudiere bridges, Ottawa		28		360			
Chebogue, N.S.		16		11			

Names of Places, &c.	Part I. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
C							
Chenal Ecarté, Ont.				156, 251			
Chesley, Ont., public building		10					
Chéticamp, N.S.		16		176			
Cheverie, N.S.		16		11			
Chicoutimi, P.Q., public building		8-33					
" " harbour		21		83			
" " telegraphs					10, 66		
Chief Accountant's report		1					
" Architect's "			1				
" Engineer's "				1, 367			
" Officers of Department							33
Chilliwack, B.C., post office		14					
Church Point, N.S.		16		12			
Chutes Cove, N.S.		16		18			
Clarke's harbour, N.S.		16					
Clauston Point, N.B.		19					
Clerk of Works, salaries		15					
Clifton, N.B.		19		75-192			
Clinton, Ont., public buildings		10-35	15				
Coaticook, P.Q., public building		8-33					
Cobalt, Ont., custom house		10					
Cobourg, Ont., public building		10-35	15				
" harbour		25		125			
Cocagne, N.B.		19		55			
Colborne, Ont.				126			
Collector of Revenue	4					1	
Collection slides and boom dues		28				1	
Collingwood, Ont		25					
" graving dock		25		126			
Columbia River, B.C		27		169			
Conservation of waters	9						
Contracts let							
Contrecoeur, P.Q		21					5
Cookshire, P.Q., public buildings		8-33	8				
Coquitlam River, B.C.		27		171			
Cornwall, Ont., public building		10-35					
Correspondence							
Coteau Landing, P.Q.		22		84			53
Coulonge River, P.Q.		28		353			
Courtney Bay, N.B.		21					
Cow Bay, N.S.		16		13			
" Run, N.S.		16					
Crane Island, P.Q.		22					
Crapaud, P.E.I		18					
Craven dam, Sask				166			
Cribbin's Point, N.S.		16		13			
Cross Lake, N.B.		20		67			
Cumberland, Ont.		25		126			
" B.C., public building		14-39					
Cummings Cove, N.B.		19		55			
Curtis Landing, Ont.				126			
D							
Dalhousie, N.B.		19		192			
" public building		8-32					
Dartmouth, N.S., public building		7-32					
Dauphin, Man., public building		13-37	31				
Davidson, Sask		38					
Dawson, Y.T., public building		15					
" Point, Ont.				126			
Deer Island, N.B., telegraph					9		
Delaps Cove, N.S.		16		14			
Delta, Man.				161			
Denman Island, B.C., telegraphs		29			79		
Deputy Minister's report	1						
Descousse, N.S.		16		14			
Deseronto, Ont., public building		10-35					

Names of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
D							
Des Joachims bridge		28		361			
Detroit River, Ont		25		127			
Digby, N.S		16		15			
" public building		7-32					
Dorchester, N.B		19		55			
Doucet's Landing, P.Q		22		106, 239			
Douglas Harbour, N.B		20		71			
Douglastown, P.Q		22		84			
Dover, N.B		19		55			
Dredging and plant	6	27					
" British Columbia		27		341			
" Manitoba		26		335			
" Maritime Prov		27		175			
" New Brunswick		19		191			
" Nova Scotia		16		175			
" N.W.T		27					
" Ontario		24, 27		242			
" operations				175			
" plant, names, &c				198, 344			
" P.E.I		18		196			
" Quebec		21, 27					
Drummondville, P.Q., public building		8-33					
Dry docks				550		13	
Dumoine River, Ont		28		355			
Dundas, Ont., public building		10-35	15				
Dundee, P.Q., custom house		8-33	8				
Durham, Ont., armoury		10	15				
Dyer Bay, Ont		25					
E							
East Berlin, N.S		16					
East River, N.S		16		176			
" (Sheet Harbour) N.S		16					
East Templeton, P.Q		22		85			
Edmonton, Alta. public building		13-38	33				
" " bridge		28					
Elmwood, Man. public building		13					
Emerson, Man., public building		13		31			
Emersons Falls, N.B		20		67			
Employees, graving docks							
" slides and booms							41
Engineers, firemen, &c							37
" staff, salaries, &c		27					43
Escoumains, P.Q		22		85			
Escuminac, N.B. tels		29					
Esdale, Geo., gratuity		30					
Esquimalt, B.C., graving dock		27		350		13, 23	
" custom house		39					
Essex, Ont., public building		10					
Estevan, N.W.T., lands office		13-38	32				
Expenditure	3	31					
F							
Fabre, P.Q				85			
Fairville, N.B. post office		8					
Farnham, P.Q., public building		8-33	8				
Father Point, P.Q		22		86			
" " tels		29					
Father Point, P.Q., Engineers office		8					
Fenelon Falls, Ont				360			
Fergus, Ont., public building		10					
Fernie, B.C., public building		14-39	34				
Flagg Cove, N.B				62			
Fort Dufferin, N.B		21					

Names of Places, &c	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
F							
Fort George Canyon, B.C.		27					
Fort Lawrence, N.S.		16					
Fort William, Ont.	8	25		142			
" " post office		10-35	15				
Fourchu, N.S.		16		180			
Fox Island, N.S.		16					
Fraser River, B.C.		27		171,341			
Fraserville, P.Q., public building		8-33	8				
" " harbour		22		103,237			
Fredericton, N.B., public buildings		8-32					
Frenchmans Bay, Ont.		25		248			
French Cross, N.S.		17		29			
" River, Ont.				128			
" Village, N.S.		16					
Frudes Point, N.S.		16					
G							
Galt, Ont., public building		10-35					
Gananoque, Ont., public buildings		10-35					
Garden Island, Ont.				128,243			
Gaspareaux River, N.B.		19		192			
Gaspé, P.Q., telegraphs					10		
" " wharf		22					
Gateway, B.C., cattle quarantine station		14					
Gatineau Point, P.Q.		22		86			
" River				86			
" Slides		28		352			
Gautreau, N. B.				56			
Georgetown, P.E.I.		18		45,196			
" " public building		7-32	7				
Georgeville, N.S.		16		16			
" P.Q.		22		86			
Georgian Bay, Canal		30					
Glace Bay, N.S., public building		7-32	3				
Glencoe, Ont., public building		10-35	16				
Godefroy River, P.Q.		23					
Goderich, Ont.		25		128,243			
" " public building		10-35					
Golden-Windermere, B.C., telegraphs		29			77, 80		
Graham, P.Q.		22					
Graham's Pond, P.E.I.		18		45			
Granby, P.Q., public building		8-33					
Grand Anse, N.B.		19		57			
Grand Bend, Ont.		25		130			
Grande Entrée, P.Q.		22					
Grand Etang, N.S.		16		16			
Grand Falls, N.B., post office		8-32					
" "		20		68			
Grand Forks, B.C., public building		14					
Grand Marais, Man.		26		161			
Grand Rivière, P.Q.		22		87			
Grand River, N.B.		20		67			
Grand River bridge				361			
Grande Vallée, P.Q.				87			
Grass Cove, N.S.		16		17			
Gratuities paid		30					
Gravenhurst, Ont.		25					
Graving docks				350		13	
" officials							41
Great Salmon River, N.B.		19		57			
Great Village, N.S.		16		17			
Green River, N.B.		20		68			
Grenadier Island, Ont.				130			
Grenville, P.Q.		22		235			
Gretna, Man., cattle quarantine		13					
Grindstone, P.Q.		22		87			
Grondines, P.Q.		22		87			

Names of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
G							
Grondins, N.B		20		68			
Grosse Isle, P.Q., quarantine station		8, 22	8	87			
Grosse Isle, P.Q., telegraphs		29			70		
Gros Nez, N.S.		16		18			
Grosses Roches, P.Q.				88			
Guelph, Ont., public buildings		10-35					
Grouard, Alta., lands office		13					
Guerettes, N.B.		20		68			
Guimonds, N.B.		20		68			
Guysboro' N.S., public building		7-32					
Gypsumville, Man.		26		162			
H							
Habitant River, N.S.		16					
Haggerties, P.E.I.		18		45			
Hailebury, Ont.		25		130,213			
Halifax, N.S., graving dock		16					
Halifax, N.S., public buildings		7 32	3				
Halls Harbour, N.S.		16		18			
Hamilton, Ont.		25					
" public buildings		10-35	16				
Hampton, N.S.		16		18			
" N.B.		19		71, 193			
Harbours and rivers generally	8	27		1			
Harbour au Bouche, N.S.		16		19			
Harbourville, N.S.		16		19			
Harrison, Ont., public building		10					
Harrow, Ont., tobaccao curing station		11					
Harvey Bank, N.B.		19		57			
Haulover, N.S.		16					
Hawkesbury, Ont., public building		11-35					
Hawkesbury, Ont.		25		243			
Hawkestone, Ont.		25		131			
Heatherton, N.S.		16		20			
Heating, public buildings		32					43
Heron Island, N.B.		19		58			
Herring Cove, N.B.		19		58			
High Falls, P.Q.				88			
Hill, Albert, compensation		30					
Hilton, Ont.		25		131			
Hochelaga, P.Q., public building		8-33	11				
Hog's Back, Ont.		25		244			
Hudson, P.Q.		22		88, 235			
Hull, P.Q., wharf		22		88, 235			
" public building		8-33					
Humboldt, Sask., lands office		13-38					
Huntingdon, B.C., custom house		14					
Huntsville, Ont.		25		131			
Hydraulic rents						26	
I							
Iberville, P.Q.		22					
" public building		53					
Icelandic River, Man.		26		162, 335			
Ile de Grace, P.Q.				235			
Indian Brook, N.S.				27			
Indian Head, Sask., experimental farm		13 38	32				
Ingersoll, Ont., public building		11-35					
Ingonish, N.S.				176			
International Waterways Commission		30					
Inverness, N.S.		16		20			
" public building		7 32					
Iona, N.S.		16		17			
Irish Cove, N.S.		16		20			
Iron Bound Cove, N.B.		20		71			
Irwin, John, gratuity		30					

Names of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
I							
Isle aux Castors, P.Q.				235			
Isle aux Coudres, P.Q.		22		89			
" telegraphs		29					
Isle aux Grues, telegraphs.		29					
Isle aux Noix, P.Q.		22					
Isle d'Alma, P.Q.		22		91			
Isle du Pads, P.Q.		22					
Isle Madame, P.Q.		22					
Isle Perrot, P.Q.		22		89			
Isle St. Ignace, P.Q.				236			
Isle St. Paul, telegraphs.		29					
Isle Verte, P.Q.		22-33		89			
J							
Jenkins' Cove, N.B.		19		71, 193			
Jersey Cove, P.Q.		22					
Joliette, P.Q., public building		8-33	9				
Jones' Harbour, N.S.		16					
K							
Kaministiquia river, Ont.				142			
Kamloops, B.C., public building		14-39					
" Okanagan. telegraphs.		29			78		
Kamouraska. P.Q.		22					
Kelly's Cove, N.S.		17		21			
Kemptville, Ont., post office.		11					
Kenora, Ont., public building		11-35					
Kentville, N.S., public building		7-32					
Kier's Shore, P.E.I.		18		46			
Kincardine, Ont.		25		132, 244			
" public building		11-35	16				
Kingston, Ont.		25		283			
" dry dock		25		350		13, 35	
" public buildings		11-35	16				
Kingsville, Ont.		25		133, 244			
Knowlton's, P.Q., public buildings		8-33					
Kouchibouguac, N.B.		19		58			
L							
Lachine, P.Q., public building		8-33	9				
Lachute, P.Q., public building		8-33					
Lacombe, N.W.T., experimental farm		38					
Ladysmith, B.C.		27		172			
" public building		14-39					
La Have river, N.S.		17		21, 181			
Lake Dauphin, Man.				336			
Lake Megantic, P.Q.				89			
" " post office		8					
Lake Nipissing, Ont.		25					
Lake St. John, P.Q.		22		90, 239			
Lake Timiskaming. P.Q.		22, 23		133			
Lakevale, N.S.		17		39			
Lamb, Douglas, compensation		30					
Lamèque, N.B.		19		59			
Lancaster, Ont.		25		133			
Lands leased							22
Lanoraie, P.Q.		22		90			
L'Anse aux Foins, P.Q.		24		109			
Laprairie, P.Q., public building		9-33					
"		22		90			
La Salette, P.Q.				91, 236			
L'Assomption, P.Q., public building.		9-33					
Last Mountain lake, Sask.		27		166			
La Tuque, P.Q.		22		358			
Lawlor's Island, N.S.		7, 17					

Names of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
L							
Leamington, Ont., public building		11	17				
" wharf		25		134			
Leases							22
Lefebvre, F. X., gratuity		30					
Leonardville, N.B.		19		59, 193			
Les Bergerronnes, P.Q.				91			
Les Cuisses d'Alma, P.Q.				91			
Les Eboulements, P.Q.		22		91			
Les Escoumains, P.Q		22		85			
Lesser Slave Lake, Sask., lands office		13					
Lesser Slave River		27		168			
L'Etète, N.B.		19		59			
Lethbridge, Alta., public building		13–38					
Lévis, P.Q., graving dock				350		13, 24	
" harbour	9	22					
" public buildings		9–33					
Lewis-Yukon River		27					
Lievre River, P.Q.				103, 351			
Lighting public buildings		32					
Lindsay, Ont., public building		11–35	17				
Lion's Head, Ont		25		134			
Liscombe, N.S.		17					
Listowel, Ont., post office		11					
Little Bras d'Or, N.S.		17					
Little Current, Ont		25		134			
Little Narrows, N.S.		17		22			
Little Pabos, P.Q.		22					
Little River, N.B.		20		68			
Little River East, N.S.		17					
" St. Francis, N.B.				68			
" West, P.Q.		22					
Liverpool, N.S., public building		7–32					
" dredging		17		177			
Livingstone's Cove, N.S.		17		23			
Lloydminster, Sask., public building		13–38					
Lobstock River, Alta.				169			
Loggieville, N.B.		19		193			
London, Ont., public buildings		11–35	17				
Long Island (St. John River)		20		71			
Longueuil, P.Q., public building		9–33	9				
Long Sault Dam, P.Q.		23		236			
L'Orignal, Ont., public building		25–35					
" Ont		25		135, 245			
Lorneville, N.B.		19		60			
Lotbinière, P.Q.		22		92			
Louiseville, P.Q.		22					
Lower Caraquet, N.B.				60			
Lower Jemseg, N.B.		20		71			
Lower Jordan Bay, N.S.		17					
Lower Newcastle, N.B.		19		60			
Lower Washabuck, N.S.				23			
Lunenburg, N.S., public building		7–22					
Mc							
McAllisters, N.B.		20		71			
McGowan (Sheffield), N.B.		20					
McGregor's Creek, Ont.		25		135			
McNair's Cove, N.S.		17		25			
McPherson's Cove, N.S.		17		26			
MacDonald, C. N., compensation		30					
M							
Mace's Bay, N.B.		19		60			
Macleod, Alta., public building		13–38		169			
Madawaska River, Ont., slides		28		353			

Names of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
M							
Magdalen Islands, P.Q., telegraphs		29			9, 63		
Magog, P.Q.		22		92			
" public building		9-33	9				
Malbaie, P.Q.		22					
Malignant Cove, N.S.		17		22			
Mallorytown, Ont.		25		136			
Manitoba, dredging		26		335			
" harbours		26		161			
" public buildings		13-38	31				
Maple Creek, Sask., public building		13					
Marble Mountain, N.S.		17		23			
Margaree Harbour, N.S.		17		24			
" Island, N.S.		17		24			
" River, N.S.		17		25			
Margaretville, N.S.		17		25			
Maritime Provinces, telegraphs					8		
Maria Cape, P.Q.		22		93			
Marie, P.Q.				93			
Marieville, P.Q., public building		9-33					
Markham, Ont., public building		11-35	17				
Marshall's Cove, N.S.		17		34			
Marysville, N.B., public building		8-32					
Maskinonge, P.Q.		22					
Masson, P.Q.				93			
Matane, P.Q.		22		93			
Mather's Island, N.B.		20		71			
Matchedash Bay, Ont.		25		253			
Maugerville, N.B.		20					
Medicine Hat, Alta., public buildings		13-38					
" bridge				365			
Metapedia Bridge		28		362			
" P.O., post-office		9					
Meteghan N.S.		17		26			
Michipicoten, Ont.		25					
Middle River, N.S.		17		27			
Midland, Ont.		25		136, 245			
Midway, B.C., cattle quarantine station		14					
Milford, N.B.		20					
Mille Vaches, P.Q.		22		94			
Mills Point, N.B.		19		61			
Miminigash, P.E.I.		18		46			
Minasville, N.S.		17		28			
Minudie, N.S.		17					
Miramichi Bay, N.B.		19		193			
" River, N.B.		19					
Mira River, N.S.		17		28			
Miscellaneous		30					I
Mispec, N.B.		19					
Mission River, Ont.				143			
Mistook, P.Q.		22		94			
Mitchell, Ont., public building		11					
Moncton, N.B.		19		61			
" public building		8-32					
Monetville, Ont.				137			
Money Point, telegraph					8		
Monk's Head, N.S.		17		29			
Montague, P.E.I. public building		7-32	7				
Montmagny, P.Q. public building		22-33					
" wharf		9	94				
Montmorency, P.Q.		22		116			
Montreal River, Ont.		25					
Montreal, P.Q. public buildings		9-33	9				
Monuments erected		30					
Moose Bay, P.Q.		22		94			
Moose Harbour, N.S.		17					
Moosejaw, Alta., public buildings		13-38	34				

Names of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
M							
Morden, N.S.		17		29			
Moosy River, Man.		26		162			
Mount Forest, Ont., public buildings		11					
Mount Stewart, P.E.I.		18		46			
Mulgrave, N.S.		17		177			
Murray Bay, P.Q.		22		95			
N							
Names of chief offices							33
Naas River, B.C.		27		173			
Nanaimo, B.C.		27		173			
Nanaimo, B.C. public buildings		14-39	34				
Nanaimo-Comox, telegraphs		29			79		
Nanaimo-Gabriola, telegraphs		29			80		
Nappan, N.S. experimental farm		7					
Napanee, Ont.		25		137, 246			
Napanee, Ont., public building		11-35					
National Art Gallery, Ottawa	13	11-36					29
Natashquan, P.Q.		22		95			
Naufrage pond, P.E.I.		18		47			
Nauwigewauk, N.B.				72			
Neepawa, Man. post office		13-37	31				
Negro Point, N.B.		21		61			
Neguac, N.B.		19		62			
Nelson River, Man.	12			163			
Nelson, B.C., public building		14-39	34				
Nepigon River, Ont.				246			
New Brunswick, dredging				191			
New Brunswick, harbours		19		51			
" public building		7-33	5				
" telegraphs		29			9, 63		
New Carlisle, P.Q.		22		95			
Newcastle, Ont., slides		28				13, 21	
" dredging		25		137, 246			
Newcastle, N.B. public building		8-33	5				
Newcastle Creek, N.B.		20		72			
New Edinburg, Ont.		25		246			
Newfoundland, telegraphs		29			8, 15		
New Glasgow, N.S., public building		7-32					
New Haven, N.S.		17		30			
New Liskeard, Ont.		25		246			
New London, P.E.I.		18		47			
New Mills, N.B.		19					
Newport, P.Q.		22					
New Richmond, P.Q.				96			
New Westminster, B.C., public building		14-39	34				
" " wharf				172			
Niagara Falls, Ont., public building		11-35	17				
Niagara on the Lake, Ont.		25		247			
Nicolet, P.Q.		22		96			
" public building		9-34					
Nictau Lake, N.B.		20		68			
Nigger Island, Ont.		26					
Nipigon River, Ont.		25		246			
Noel, N.S.		17		30			
Nominingue, P.Q., immigrant building		9-31	11				
North Battleford, Sask., public building		14-38					
North Bay, Ont., public building		11-35	18				
North Head, N.B.		19		62			
North Portal, Alta., cattle quarantine		14					
North Saskatchewan River, Sask.				168			
" " storage		27, 28		169			
North Shore, St. Lawrence, telegraphs		29			10, 66		
North Sydney, N.S., public building		7-32					
" " dredging				177			
North Thompson, B.C., telegraphs		29					

Names of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
N							
North Wallace, N.S.		17					
Northwest Territories, buildings			32				
" bridges				364			
" rivers		27					
" telegraphs					12, 72		
Norway Bay, P.Q.		22		96			
Notre Dame de la Salette, P.Q.		22					
Notre Dame du Laus, P.Q.		22		96			
Nova Scotia, dredging		16		175			
" harbours		16		3			
" public buildings		7-32	3				
" telegraphs		29			8, 61		
O							
Oak Point, N.B.		19		62			
Oak Point, Man.		26		163			
Offices of the Department							33
Okanagan River, B.C.		27		173			
Ontario, bridges				360			
" dredging		24		242			
" harbours		24		119			
" public buildings		10-35	14				
" telegraphs		29			12, 71		
Orangeville, Ont., public building		11-35					
Orillia, Ont., public building		11-35					
Oromocto, N. B.		19, 20		72			
Oshawa, Ont.		25		137			
Oshawa, Ont., public building		11-35					
Otallic stream, N. B.		20		68			
Otonabee River, Ont.		26		138			
Ottawa, Ont., public buildings		11-35	18				
" experimental farm		11-35					
" art gallery	13	11-36					29
" buildings and grounds		11-36	22				
" government house		11	19				
" post office		11-36	23				
" printing bureau		11-36	23				
" river	9	28		247			
" Royal Mint		11-36	24				
" slides and booms		28		352		3, 16	
" roads and bridges		28		360			
" streets, repairs			24				
Outlook, Sask., bridge				365			
Owl's Head, N. S.		17		30			
Owen Sound, Ont.		25		138			
" public building		11-35					
Oyster Pond, N. S.		17		31			
P							
Pacific cable tariff					51		
Papineauville, P. Q.		23		236			
Paris, Ont., public building		11-36					
Parkhill, Ont., public building		11-36	27				
Parrsboro', N. S., buildings		7					
Partridge Island, N. B., quarantine		8, 21	6	62			
Paspébiac, P. Q.		23					
Patterson, T. W. P., compensation		30					
Peace River, telegraphs	10						
Pelee Island, Ont., telegraphs		29			71		
" dredging		25		138-247			
Pembroke, Ont.		25		139			
Pembroke, Ont., public building		11-36					
Penetanguishene, Ont.		25		139			
Percé, P. Q.		23		97			

Names of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
P							
Peribonka, P. Q., immigration building		9-34					
Perth, Ont., post office		11					
Petewawa, Ont., slides		28		354			
Peterborough, Ont., public buildings		12-36	27				
Petit de Grat, N. S		17		181			
Petit Rocher, N. B		19		63			
Petrolea, Ont., public building		12 36	27				
Phillips, Sask., immigration building		14-38					
Pichè Point, P. Q		23		97			
Pickering, Ont		25		248			
Picton, Ont., public building		12-36					
Pictou, N.S., public buildings		7-32	4				
Pictou Island, N.S				31			
Picton, N.S		17		177			
Pierreville, P.Q		23					
Pierreville, P.Q., public buildings		9-34	11				
Pink Rock, N.B		19		63			
Pinette, P.E.I		18		48, 197			
Piopolis, P.Q		23		97			
Pisarinco Cove, N.B				60			
Pleasant Harbour, N.S				32			
Plessisville, P.Q., post office		9-34	12				
Plymouth, N.S		17		32			
Pointe à Brousseau, P.Q		23		97			
Pointe à Elie, P.Q		23		98			
Pointe à Piché, P Q		23					
Pointe aux Trembles, P.Q		23		98			
Pointe Claire, P.Q		23					
Point du Chêne, N.B		19, 21		63			
Point Edward, Ont		25		140-248			
Pointe Fortune, P.Q		23		98			
Pointe Platon, P.Q				99			
Point St. Charles, P.Q., public building		9	9				
Poltimore, P.Q		23		100			
Portage du Fort, Ont., bridge		28		362			
Portage la Prairie, Man., public building		13-37	31				
Port Arthur, Ont., public buildings		12-36					
" " dredging		25		141			
Port Bruce, Ont		25		140			
Port Burwell, Ont		25		144			
Port Colborne, Ont., public building		12-36					
" " breakwater		25		145			
Port Daniel, P.Q		23		100			
Port Dufferin, N.S		17					
Port Elgin, N.B		19		194			
Port Findlay, Ont		25		146			
Port Hastings, N.S		17		33			
Port Hilford, N.S		17					
Port Hill, P.E.I		18					
Port Hood, N.S		17		33			
Port Hope, Ont., public building		12 36					
" " harbour		25		146-248			
Port Lorne, N.S		17		34			
Port Maitland, N.S		17		35			
Port Morien, N.S		16		13			
Port Monton, N.S				177			
Port Rowan, Ont		25		146			
Port Stanley, Ont		25, 26		147-249			
Port Wade, N.S		17		35			
Port Williams, N.S		17		34			
Porter's Lake, N.S		17		32			
Portsmouth, Ont		25		149			
Portuguese Cove, N.S		17					
Ponpore, P.Q				237			
Pownal, P E.I		18		48, 197			
Prescott, Ont., public buildings		12 36					

Names of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
P							
Prince Albert, Sask				364			
" " public building		14 38	32				
" " wharf				167			
Prince Edward Island, dredging				196			
" " harbours		18		43			
" " public buildings		7-32	7				
" " telegraphs		29					
Prince Rupert, B.C., post office		14					
" " telegraphs		29					
Printing and stationery		15					
Properties purchased and sold							18
Prospect, N.S.		17		36			
Providence Bay, Ont		26		149			
Public buildings, Alberta			33				
" British Columbia			34				
" Manitoba			30				
" New Brunswick			5				
" Nova Scotia			3				
" Prince Edward Island			7				
" Ontario			14				
" Quebec			8				
" Saskatchewan			32				
" Yukon and generally	5		36				
Pugwash, N.S.		17					
Q							
Quaco, N.B		19		64			
Qu'Appelle, N.W.T., telegraphs		29					
Quebec, dredging		21		224, 234			
" bridges				360			
" harbours		21		77, 234			
" public buildings		8-34	8				
" telegraphs		29			10		
Quebec City, public buildings		9	12				
" harbour	9	23 40		100			
Queenstown, N.B		20					
Quoddy Island, N.S.		17		36			
R							
Rainy River, Ont.		26		150			
Ray's Creek, N.S.		17					
Recapitulation		31					
Red Deer, Alta., public buildings		14-38					
Red Island, N.S				181			
Red River, Man		26		163-336			
Regina, Sask., public buildings		14-38	33				
Renfrew, Ont., public building		12-36					
Rented buildings, Ottawa		34					
Rents received						14	
" paid		11					
Repentigny, P.Q.		23		101			
Restoule Bay, Ont		26		249			
Revelstoke, B.C.							
" " dam				171			
Revenue	4					15	
Richard's Landing, Ont		26		150			
Richelieu River, P.Q.		28, 34					
Richibucto, N.B.		19		64			
" " public building		8-33					
Richmond, P.Q., public building		9-34	13				
Rideau Hall, Ottawa		11	19				
Rideau River, Ont.		25		244			
Rigaud, P.Q.		23		101-239			
" " armoury		9	13				
Rimouski, P.Q.		23		102-237			
" " public building		9-34	13				

Names of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
R							
Rivière à la Pipe, P.Q.		23		102			
" Batiscan, P.Q.		23		80			
" Berthier, P.Q.				237			
" Blanche, P.Q.		23		103			
" Bonaventure, P.Q.		23		81			
" Caplan, P.Q.		23		82			
" des Bergeronnes, P.Q.		23					
" du Lièvre		23, 28		103-351			
" du Loup, P.Q.		23		103-237			
" du Sud, P.Q.		23		104			
" Godefroy, P.Q.		23					
" Kippewa, P.Q.		23					
" L'Assomption, P.Q.		23		238			
" Mistassini, P.Q.		23					
" Otonabee, Ont.		26		138			
River Ottawa, Ont.		23					
" " slides		28		352		3, 16	
Rivière Ouelle, P.Q.		23		105			
" Quinze, P.Q.		23					
" Richelieu, P.Q.		23		238			
" Rigaud, P.Q.		23		239			
" Saguenay, P.Q.		23		116-241			
" " slides		28		359		13, 22	
" St. Charles, P.Q.		23					
" St. Francis, P.Q.		23		109			
" St. Jacques, P.Q.		23					
River St. John, N.B.		19, 30		67			
" St. Lawrence, Ont.		26		151			
Rivière St. Louis, P.Q.		23		239			
Rivière St. Maurice, P.Q.		23, 28		358		12, 20	
River Thames, Ont.		26		157			
Roads and bridges		28		360			
Roberval, P.Q.		23					
Roberval, P.Q., public buildings		9-34					
Roches Point, Ont.		26		151			
Rockland, Ont.		26		250			
Rondeau, Ont.		26		151, 249			
Roseneath, Ont.		26					
Rosseau, Ont.		26		152			
Ross Ferry, N.S.		17		36			
Rossland, B.C., public building.		14-39	35				
Rossport, Ont.				152			
Rosthern, Sask., experimental farm.		14-38					
Rothesay, N.B.		20		72			
Ruisseau à Sem, P.Q.		23		105			
Rustico, P.E.I.		18		48			
St							
St. Alexis, P.Q.		23					
St. Alphonse de Bagotville, P.Q.		23		105			
St. André de Kamouraska, P.Q.		23					
St. Andrews, N.B.		20		65, 194			
St. Andrews Rapids, Man.	12	26		164			
St. Angele de Laval, P.Q.		22		106, 239			
Ste. Anne de Bellevue, P.Q., public building		34					
Ste. Anne des Monts, P.Q.		23		107			
Ste. Anne de Sorel, P.Q.				239			
Ste. Anne du Saguenay, P.Q.		23		107			
St. Antoine, P.Q.				107			
St. Boniface, Man., post office		13-37					
St. Catharines, Ont., public buildings		12-36	27				
St. Cesaire, P.Q., tobacco curing station		9					
St. Charles Borromée, P.Q.		24		107			
St. Charles de Caplan, P.Q.		24		107			
St. Charles de Limoilou, P.Q.		24					
St. Croix, P.Q.		24					

Names of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
St							
St. Denis, P.Q.		24		107			
St. Eloi, P.Q.		24		108			
Ste. Emélie, P.Q.		24		108			
St. Eustache, P.Q., public building		34					
Ste. Famille, P.Q.		24		108			
St. Francis River, P.Q.				109			
St. François d'Orléans, P.Q.		24					
St. François du Lac, P.Q.				109			
St. Fulgence, P.Q.		24		109			
St. Gabriel de Brandon, P.Q., post office		9-34					
St. Gédéon, P.Q.		24					
St. George, N.B.		20		66			
St. Henri, P.Q., post office		9-34	11				
St. Hilaire, P.Q.		24		110			
St. Hyacinthe, P.Q., public buildings		24	13				
St. Ignace de Loyola, P.Q.		9		110			
St. Irénée, P.Q.		24					
St. Jacques de l'Achigan, public building		24					
St. Jean des Chaillons, P.Q.		24		110, 240			
St. Jean, d'Orléans, P.Q.		9-34		110			
St. Jérome, P.Q.		24					
St. Jérome, P.Q., public building		9-34					
St. John, N.B., public buildings		8-33	5				
St. John River, commission		30					
St. John, N.B., harbour	9	20		66, 194			
" " river		19		67			
St. Johns, P.Q., public buildings		9-34					
St. Joseph de Letellier, P.Q.		24		111			
St. Joseph de Sorel, P.Q.				240			
St. Laurent d'Orléans, P.Q.		24		111			
St. Laurent, Man.		26					
St. Lawrence Pavillons, P.Q.		26		151			
St. Leonard, N.B., immigration building		8					
St. Ligouri, P.Q.		24		112			
St. Louis du Mile End, P.Q., post office		10-34					
St. Louis River, N.B.		21		74, 194			
St. Marc, P.Q.				112			
St. Mary's, Ont., public building		12-36	27				
St. Mary's River, N.S.		17		178			
St. Mathias, P.Q.		24		112			
St. Maurice River, P.Q., slides		28		358		12, 20	
St. Michel de Bellechasse, P.Q.		24		113			
St. Michel d'Yamaska, P.Q.		24		113			
St. Nicholas, P.Q.		24		113			
St. Omer, P.Q.		24					
St. Paul, N.B., telegragh					9		
" " wharf		21					
St. Paul Ile aux Nois, P.Q.				114			
St. Pierre les Becquets, P.Q.		24		240			
St. Placide, P.Q.		24		241			
St. Roch, P.Q., post office			13				
St. Siméon, P.Q.		24		114			
St. Stephen, N.B., public building		8-33					
St. Sulpice, P.Q.		24		115			
St. Thérèse, P.Q., public building		10					
St. Thomas, Ont., public building		12-36		28			
St. Zotique, P.Q.		24		115			
S							
Sabrevois, P.Q.		24		115			
Sackville, N.B.		20					
Saguenay, P.Q., telegraphs		29					
" River		23		116, 241			
" " slides		28		359		13, 22	
Salmon River, N.B.		20		73			
Salaries of clerks of works		15, 27					
Sand Point, N.B.	9	20		66			

Names of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
S							
Sandwich, Ont., public building		12-36					
Sandy Bay, P.Q.		24		116			
Sarnia, Ont., public buildings		12-36	27				
Saskatoon, Sask., public buildings		14-38	34				
" bridges				364			
Saskatchewan, public buildings		13	32				
" River works	10	27		166			
" telegraphs		29					
Saugeen River, Ont.		26		153			
Saulnierville, N.S.		17		37			
Sault au Mouton, P.Q.		24					
Sault Ste. Marie, Ont		26		153, 250			
" public buildings		12-36					
Sault Montmorency, P.Q.				116			
Saw Pit, N.S.		17		37			
Scotch Cove, N.S.		17		37			
Scotchtown, N.B.		20, 21		73			
Seaforth, Ont., public building		12					
Seal Cove, N.B.		21		74			
Seaside, N.S.		17		38			
Selkirk, Man., public building		13-37					
" wharf		26					
Serpentine River, N.B.		20		69			
Severn River, Ont.		26		154			
Shampers, N.B.		21		73, 194			
Shediac, N.B.		21		63			
Sheguindah, Ont.		26		154			
Shelburne, N.S., public building		7-32	4				
Sherbrooke, P.Q., public building		9-34	14				
Shippigan Gully, P.Q.		21		75			
Siglunes, Man.		26		337			
Silver Centre, Ont		26		154			
Simcoe, Ont., public building		12-36	28				
Sinclair, James, gratuity		30					
Sisson Brook, N.B.		20		69			
Skeena River, B.C.		27		173			
Skinner's Cove, N.S.		17		38			
Slides and booms		28		351		3	
Slides and booms dues						3	
Slides and booms officials							37
Smith's Falls, Ont., public building		12-36					
Sorel, P.Q., public buildings		9-34					
" wharf		24		117, 241			
Souris, P.E.I., public building		7-32					
" harbour		18		49, 197			
Souris, Man., post office		13					
Southampton, Ont		26		154			
South Ingonish, N.S.		18					
South Lake, N.S.		18		39			
South Nation River, Ont.		26		156			
South River, Ont.		26					
South Rustico, P.E.I.				49			
Southwest Miramichi, N.B				79, 195			
South Saskatchewan River, Sask.	10			168			
Spanish River, Ont.		28					
Spanish Ship Bay, N.S.		18					
Springhill, N.S., public building		7-32	4				
Spry Bay, N.S.		18		39			
Spry Harbour, N.S.		18		39			
Square timber trade	4					4	
Stonehaven, N.B.		19		75, 192			
Steeve's Landing, N.B.				56			
Storage of waters	9						
Stratford, Ont., public building		12-36	28				
Strathcona, Alta., public buildings		14-38					
Strathroy, Ont., public buildings		12-36	28				
Streetsville, Ont., post office		12					
Sturgeon Falls, Ont.		26		251			

Names of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
S							
Sturgeon Falls, Ont., public building		12					
Sturgeon Pier, P.E.I		18		50			
Sturgeon River, Ont		26					
Sudbury, Ont., public building		12					
Summerside, P.E.I., public building		7-32	8				
" " harbour		18		49, 197			
Superintendent of Telegraphs					1		
Surveys and Inspections	10	30					
Sussex, N. B., public building		8-33	5				
Swan Creek, Man		26		337			
Swift Current, Sask., immigration building		14-38					
Swims Point, N.S		18					
Sydenham River, Ont				156, 251			
Sydney, N.S., public building		7-32					
" " wharf		18		40, 178			
Sydney Mines, N.S., public building		7-32					
T							
Tabusintac, N.B		21		76, 195			
Tadousac, P.Q		21, 24		117			
Tariff, telegraph lines					51		
Technical books of reference		30					
Telephones					14		
Telegraph and Nigger Islands, Ont		26		157, 252			
Telegraph lines, generally	10	29			5, 13		
" " reports					1		
" " revenue					13		
" " staff					4		
Tenecape, N.S		18					
Terrebonne, P.Q., public building		10-34					
Tessier, Napoleon	15						
Thames River, Ont		26		157			
The Range, N.B		20		73			
Thessalon, Ont		26		158			
Thetford Mines, P.Q., public building		10-34					
Thompson River, B.C		27					
Three Rivers, P.Q., public buildings		10-34					
" " slides				359			
Tiffin, Ont	8	26		136, 245			
Tignish, P.E.I		18		50			
Tilsonburg, Ont., post office		12					
Tiverton, N.S		18		40			
Tobermoray, Ont		26		158			
Toronto, Ont., public buildings		12-36	28				
" " harbour	9	26		158			
Toronto Junction, Ont., post office		12	29				
Total expenditure of Department	3	31					
Tracadie, N.B., Lazaretto		8-33	7				
Tracadie, N.B		21		76			
Traverse, N.B		21		196			
Treadwell, Ont		26					
Trent and Newcastle slides		28		360			
Trenton, Ont., public building		12-37					
Trent River, N.B		20		69			
Truro, N.S., public building		7-32					
Tuck, D.C., compensation		30					
Tupperville, N.S		18		41			
Turner, George, compensation		30					
Turners, N.B		20		69			
Tweeddales, N.B		20		69			
Tyrian S. S. Cable Ship		29			12, 94		
U							
Uncollected dues, slides and booms						3	
Union Bay, B.C		27		174			
Union Bay, B.C., custom house		14					

Name of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
V							
Val des Bois, P.Q.				118			
Valleyfield, P.Q., public building		10-34					
Vancouver, B.C., public buildings		14-39	35				
" " harbour		27		174			
Vancouver-Salt Spring, telegraphs		29			79		
Varennes, P.Q.		24					
Vaudreuil, P.Q		24		241			
Vegreville, Sask		38					
Vercheres, P.Q		24					
Verdun, P.Q.		24		241			
Vernon, B.C., public building		14					
Vernon River, P.E.I.		18		51, 198			
Victoria, P.E.I		18					
Victoria, B.C.		27		174			
" " public buildings		14-39	35				
Victoria Beach, N.S		17		35			
Victoria-Cape Beal, telegraphs		29			78		
Victoria-Williams Head, telegraphs		29					
Victoria Harbour, Ont.	8	26		160, 252			
Victoriaville, P.Q., public building		10-34					
Ville Marie, P.Q		24		118, 242			
Ville Marie, P.Q., inland revenue		10					
Virden, Man., immigration building		37					
Voglers Cove, N.S.		18		41			
W							
Wainwright, Sask., immigration shed		14-38					
Walkerton, Ont., public building		12-37	30				
Walkerville, Ont., post office		12					
Wallace Bridge, N.S.		18					
Wallaceburg, Ont.		26		160-252			
Wannamakers, N.B.		21		196			
Wapskehegan, N.B.		26		69			
Worsfold C. C. compensation		30					
Washago, Ont		26		154			
Washabuck, N.S.		18					
Waterboro, N.B.		20					
Waterloo, Ont., public building		12					
Waterways Commission		30					
Waubaushene, Ont		25		253			
Welchpool, N.B.		21		76			
Welland, Ont., public building		12-37	30				
Wendover, Ont.		26		160			
West Arichat, N.S.		18		41			
" Farnham, P.Q., public buildings		31					
" Head, N.S.		18					
Westmount, P.Q., post office		10					
Westville, N.S., public building		7-32					
Wetaskiwin, Alta., public building		14-38					
Whitby, Ont., harbour		26		161			
" public building		12-37	30				
Whitehead, N.B.		21		77			
White Mud River, Man.		27		338			
Williams Head, B.C.		15-27 39	36	175			
Willow Creek, cattle quarantine		14					
Wilsons Beach, N.B.		21					
Windsor, N.S., public building		7-32					
" Ont., "		12-37	30				
Wingfield Basin, Ont.		26		253			
Wingham, Ont., public building		12-37					
Winnipeg, Man., "		13-37	31				
" Beach, Man		26					
Woodmans Beach, P.Q.				118			
Woodstock, Ont., public building		12-37	30				
" N.B., "		8-33					
Wolfville, N.S.		7					
Wrights, N.B.		29		69			

Names of Places, &c.	Part 1. Page	Part 2. Page	Part 3. Page	Part 4. Page	Part 5. Page	Part 6. Page	Part 7. Page
Y							
Yamachiche, P.Q.		24		119			
Yamaska river, P.Q.		24		119			
" lock and dam		24		351			
Yarmouth, N.S.		18		41-182			
" public building		7-32					
Yonkers, immigration shed		14-38					
York bridge		28		364			
Yorkton, Sask., public buildings		14-38	34				
Youngs Cove, N.B.		20		73			
Yukon, public buildings		15	36				
" rivers		27					
" telegraphs		29			83		

PART I

REPORT

OF THE

DEPUTY MINISTER OF PUBLIC WORKS

FOR THE YEAR ENDED MARCH 31

1910

REPORT

OF THE

DEPUTY MINISTER OF PUBLIC WORKS

FOR THE

FISCAL YEAR ENDED MARCH 31, 1910

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, October 18, 1910.

Hon. WILLIAM PUGSLEY,
Minister of Public Works of Canada,
Ottawa.

SIR,—I have the honour to submit herewith the annual report of the Department of Public Works for the fiscal year ended March 31, 1910.

Owing to the world-wide depression which occurred during the year 1908 from which Canada to some extent suffered and which resulted in a contraction of business throughout the country and a subsequent falling off in the revenue, it was prudently decided to postpone the execution of as great a number of public works as conditions warranted and a very large reduction, amounting to nearly seven million ($7,000,000) was accordingly made in the appropriations of the department for the year under review.

Canada, however, recuperated very rapidly and apparently was less affected by the trade depression than almost any other country. Commercial and manufacturing interests quickly recovered from the embarrassment which, for the time being, retarded their progress and the revenues of the country soon gave evidence of improved conditions and shortly became more buoyant than ever with the result that development is again proceeding briskly along all lines.

EXPENDITURE.

During the fiscal year 1909-10, the total expenditure of the department in the different divisions of departmental operations was $11,342,365.29, made up as follows:—

Harbours and Rivers	$ 3,207,233 59
Dredging, plant, &c.	3,669,030 18
Slides and Booms	159,564 64
Roads and Bridges	30,734 61
Public Buildings	3,478,508 07
Telegraphs	448,649 70
Miscellaneous	348,644 50
Total	$11,342,365 29

It will be noted that the department falls into three main divisions with, as it happens in the present year, practically the same outlay in each. That of dredging shows the largest increase. The expenditure on contract dredging, and the purchase, maintenance and operation of the departmental plant having grown from $680,092.31 in 1899, to the sum above mentioned. No more valuable illustration could be had of the rapid development of the country's commerce, which has necessitated a steady increase in the size and tonnage of vessels, to provide for the increased draught of which has been a constant strain on the resources of the department.

REVENUE.

The revenue for the year, $515,421.55, is made up from the following sources:—

Slides and Booms	$ 71,667 20
Graving Docks	45,816 92
Rents	45,138 61
Telegraph Lines	136,747 31
Casual Revenue	186,514 92
Total	$485,884 96

There has been an increase in the slide and boom dues owing to a great many logs coming through this year which were held up last season on account of the low water, and owing to an unfavourable market. A decrease is noted in the returns from the graving docks which, however, cannot be said to be a regrettable feature.

A substantial increase is shown in telegraphs and casual revenue. The latter appears very large, but this is owing to the payments made by the government of the province of Saskatchewan for lands and buildings purchased from the federal government by that province.

While on this subject, I desire to direct special attention to an article written by Mr. E. T. Smith, Collector of Public Works Revenue, which will be found in Part 6, of this volume. It comprises a very excellent historical sketch of the square timber trade which, I am sure, will prove most interesting to all engaged in the lumber industry and especially to those of the Ottawa valley with which section it more particularly deals. Mr. Smith outlines the government policy with regard to timber under the French regime and, later on, under British rule. Both governments, in those early days, seemingly did not esteem the vast forest wealth of any considerable value other than as it might serve for the erection of fortifications and barracks and the purposes of the Royal Navy. It was not until the year 1807, when the Home Government granted to 'Contractors for the Royal Dock Yards,' licenses to cut timber in Canada, that the general business of supplying the British market sprang up.

Early in the 19th Century, pioneers of the lumber industry directed their attention to the stretches of magnificent timber in the Ottawa district. Reference is made to the steady progress of the axemen up the Ottawa and its tributaries, and it was not long before the improvement of the river for log driving purposes became necessary. The first timber slides were built by private parties, but later on the government came to the assistance of the industry and constructed a number of works.

The method of floating the timber down to Quebec and shipping it there is graphically described. That city was, fifty years ago, the busy centre of the export trade. Conditions gradually changed, however, and the coves west of the city and the flats opposite where the timber was prepared and loaded, became deserted. The trade in hewn timber steadily diminished, and this particular form of the product of the forest, so far as the district of Ottawa is concerned, seems to have almost disappeared. I would bespeak a careful reading of Mr. Smith's report which will well repay perusal.

PUBLIC BUILDINGS.

Owing to the curtailment of the department's appropriations, very few buildings were placed under contract during the year. They were:—Battleford, Sask., immigration building; Pierreville, Que., public building (purchased and fitted up); Prince Albert, Sask., penitentiary workshop; Rimouski, Que., armoury.

A goodly number, however, the construction of which had already been got under way, were successfully completed. Following is a list of these:—

Nova Scotia.—Bridgewater, public building; Glace Bay, public building; Shelburne, public building.

Prince Edward Island.—Georgetown, public building.

Ontario.—Glencoe, public building and armoury; Kingston Military stables; Kincardine, public building; Markham, public building; Peterboro', drill hall; Strathroy, armoury; Simcoe, public building, and Toronto, Observatory.

Quebec.—Cookshire, public building; Magog, public building; Plessisville, public building; Joliette public building; Montreal, Postal Station 'D'; Sherbrooke, drill hall.

Manitoba.—Dauphin, public building; Neepawa, public building.

Alberta.—Edmonton, public building; Yorkton, public building.

British Columbia.—Vancouver, public building.

Since reference was made thereto in the last annual report, a change has been made in the location of the new departmental building to be erected on Sussex street. The original intention was that it should extend over Mackenzie Avenue a few feet into Major's Hill Park, but owing to the extension to the driveway under construction by the Ottawa Improvement Commission, it was decided not to encroach upon the park but to adopt the line of the Rea department store, leaving the present Mackenzie Avenue to form part of the driveway which is being brought along the Ottawa river in the rear of the Royal Mint and the Archives building and around the face of Nepean Point. This change necessitated the redrawing of the plans, but the work is now well on towards completion and it is expected that everything will be in readiness to make a call for tenders towards the latter part of the present year.

DREDGING.

The operations of this branch of the department have increased enormously during the past few years, due to the necessity of providing accommodation for the large modern freight carriers to which every inch of additional draught means tons of additional freight. Therefore, every inch added to the available depth of water has its direct effect upon the volume of water-borne commerce. The usual method heretofore employed for deepening channels has been that of excavation and this is, of course, the only method in the case of maritime harbours. On the inland lakes and rivers, however, considerable study has recently been given to a more economical and better method; that is, to raise the surface of the water by means of dams and controlling works at the outlets, thus establishing reservoirs for the storage of the surplus waters which come down in the spring so that later on they may be gradually released to increase the low water flow in time of deficiency. The department has now in hand improvements of this nature to which reference will be made later on.

As will be remarked, the expenditure under the heading of 'Dredging' now amounts to nearly one-third of the total outlay of the department. This covers dredging contracts and the purchase, maintenance and operation of the plant owned by the department.

Prior to 1870, very little dredging was required, but in 1873, dredging operations were begun in a systematic manner with an initial expenditure of $40,000. As years rolled by, and the country became more thickly populated, as manufacturing grew and commercial routes began to establish themselves, the need for deeper harbours and improved channels claimed public attention. In 1885, the department owned and operated 13 dredges and 1 stone lifter, and one dredging contract was awarded; the total expenditure on dredging for that year being $113,000. In 1895, the department owned and operated 16 dredges, 1 stone lifter, and 1 snag boat, exclusive of the ship channel fleet, and had 2 dredges and 1 tug under construction. The expenditure in that year amounted to $214,000. In 1905, the department owned 22 dredges, 1 snag boat and 5 tugs, and the number of dredges employed under contract was 33. The expenditure had increased to $1,000,000. In 1909-10, the department had 42 dredges, 6 stone lifters, 1 snag boat, 21 tugs and the outlay for contract and departmental dredging amounted to $3,669,030.18, which amount, owing to it being a year of retrenchment, was almost one million less than the sum similarly expended during the preceding year.

Work was carried on at the following places:—

Nova Scotia.—Cheticamp, Digby, East River-Pictou, Fourchu, Liverpool, Mulgrave, North Sydney, Petit de Grat, Pictou, Port Mouton, Red Island, Skinner's Cove, South Ingonish, St. Mary's River, Sydney Harbour and Yarmouth.

Prince Edward Island.—Charlottetown, Georgetown, Pinette, Pownal, Souris, Summerside and Vernon River.

New Brunswick.—Bathurst, Campbellton, Caraquet, Dalhousie, Gaspereaux river, Hampton, Heron Island, Jenkins Cove, Leonardville, Loggieville, Miramichi, Oromocto, St. Andrews, St. John harbour, Shampers, Tabusintac and Traverse.

Quebec.—Aylmer, Berthierville, Caughnawaga, Doucet's Landing, Grenville, Hudson, Ile du Pads, Ile Madame, Lake Timiskaming, Louiseville, Notre Dame de la Salette, Ottawa river, Papineauville, Pierreville, Quebec harbour, Rigaud, Rimouski, River Batiscan, River du Lièvre, River du Loup, River l'Assomption, River Richelieu, River St. Francis, River St Maurice, Roberval, St. Jean des Chaillons, St. Michel de Bellechasse, St. Pierre les Becquets, St. Placide, Saguenay river, Sorel, Vaudreuil, Verdun, Ville Marie, Yamachiche and Yamaska river.

Ontario.—Belleville, Bowmanville, Brockville, Cobourg, Fort William, Frenchman's bay, Garden Island, Goderich, Hamilton, Hawkesbury, Kincardine, Kingston, Kingsville, Little Current, L'Orignal, Matchedash bay, Midland, Napanee, Newcastle New Liskeard, Niagara, Nipigon river, Ottawa river, Owen Sound, Pelee island, Point Edward, Port Arthur, Port Burwell, Port Colborne, Port Hope, Port Stanley, Rainy river, Restoule bay, Rideau river, River Otonabee, River St. Lawrence, Rondeau harbour, St. Clair river, Sault Ste. Marie, Sturgeon Falls, Sturgeon river, Sydenham river, Telegraph and Nigger islands, Thessalon, Toronto, Victoria harbour, Wallaceburg, Whitby and Wingfield Basin.

Manitoba.—Brokenhead river, Grand Marais, Gypsumville, Icelandic river, Mossy river, Oak Point, Red river, Selkirk, Siglunes, Swan creek and White Mud river.

Saskatchewan.—North Saskatchewan river.

British Columbia.—Columbia river, Coquitlam river, Fort George canyon, Fraser river, Ladner, Naas river, Nanaimo, Okanagan river, Skeena river, Thompson river, Vancouver, and Victoria.

From the length of the above list, some idea will be had of the extent of the demands made upon the department for dredging, and it is becoming more difficult every year to keep pace with the requirements. Comparatively few years ago, 14-foot navigation was ample for all needs, but now, 20, 22, and in the larger ports, 25 feet are required. In addition to the ordinary and natural silting in of harbours and rivers, larger vessels, both passenger and freight, of much deeper draught are now being constructed. Of the ocean steamships, the Canadian Pacific Railway Company's 'Empresses' have a length of 548 feet, breadth 65 feet, depth 36 feet, with a gross tonnage of 14,189. The dimensions of the White Star steamer *Laurentic* are: length 550 feet, breadth 67 feet, depth 41 feet, gross tonnage 14,892; and the Allan line have recently called for tenders for a new 22,000 ton passenger boat.

On the Great Lakes, there has been a wonderful development in connection with the grain and iron ore carrying trade. In 1890, a vessel 310 feet long with a carrying capacity of 4,000 tons was considered a pretty fair-sized ship, but by 1900 there had been an increase to a length of 474 feet, carrying 9,000 tons; while the year 1909 saw vessels in use 605 feet long and capable of carrying 12,000 tons based on a draught of about 19 feet.

Much additional dredging on the Great Lakes has been rendered necessary through the lowering of the water level especially on Lake Huron. Although to some extent this is doubtless owing to the diversion of the Chicago Drainage canal, in all probability the main cause is to be found in the improvements which have been made in the Detroit river.

During the winter, a new suction dredge called the *Nereus* was acquired for service in the maritime provinces. The dredge is 159 feet 3 inches long and has a beam of 28 feet. Her hopper capacity is 513 yards and the draught, when loaded, between 13 and 14 feet. The dredge is also fitted for night work, having a full electrical equipment including a searchlight. She was purchased at Galveston, U.S.A., and after being overhauled and put in working order at Halifax, after the long sea voyage, was sent to Bathurst, N.B., where she is at present engaged in the improvement of the entrance to that harbour.

Among the places where work has been carried on, special mention may be made of the progress of the improvements under way at Fort William, Victoria Harbour and Tiffin.

At Fort William, access can now be had to the new Grand Trunk Pacific 3,500,000 bushel elevator which will be in use this fall, there being now available a through grain route from Edmonton to Fort William over the Grand Trunk Pacific railway and National Transcontinental tracks.

The Canadian Pacific Railway elevator at Victoria Harbour will be completed and ready for the reception and handling of grain this autumn. A channel thereto, 125 feet wide and 1,600 feet long, will, by that time, have been dredged.

Grain was handled last year at the Grand Trunk Railway elevator at Tiffin and dredging has continued there throughout the season to provide the necessary depth and width of channel.

HARBOURS AND RIVERS.

Under this heading the department expended the sum of $3,207,233.59. Works were completed during the year at the following places:—

Nova Scotia.—Blue Rocks, breakwater; Cape North, breakwater; Osbornes, breakwater; Minasville, breakwater; Mira river, wharf; Owls Head, wharf; Port Hastings, wharf; Spry harbour, wharf; Sydney, wharf, and Tupperville, wharf.

Prince Edward Island.—Summerside, breakwater; Vernon river, pier.

New Brunswick.—Beaver harbour, wharf; Lorneville, wharf; North Head, wharf; Burton Court House, wharf; Lower Jemseg, wharf; Newcastle, wharf; St. Andrews, wharf; Scotchtown, wharf; The Range, wharf; Youngs Cove, wharf; Seal Cove, breakwater; Welchpool, wharf, and Whitehead, wharf.

Quebec.—Cap St. Ignace, wharf; Pointe à Elie, pier and breakwater; Pointe aux Trembles (en haut), wharf; St. Denis, wharf; St. Eloi, wharf, and St. François du Lac, wharf.

Ontario.—Arnprior, wharf; Bewdly, wharf.

British Columbia.—Union bay, wharf.

There are at present in process of construction, the following:—

Nova Scotia.—Annapolis river, ice piers; Voglers Cove, wharf.

New Brunswick.—Cape Bald, wharf; Cummings Cove, wharf; Gautreau, wharf; Steeves Landing, wharf; Harvey Bank, wharf; Leonardville, wharf; Lower Caraquet, wharf and St. John, extension to Sand Point wharf.

Quebec.—Chicoutimi, wharf; Quebec, wharf.

Ontario.—Port Arthur, breakwater; Mission river, wharfage; Toronto, western entrance.

At Quebec, the Etienne Dussault Company, Limited, have made good progress during the season with the Pointe à Carey wharf, and the demands of traffic will doubtless before long necessitate making provision for a series of slips up the St. Charles river.

The new deep-water wharf at Levis has also been placed under contract with the above named contractors and work thereon has been commenced.

At St. John, N.B., the dredging on the western side of the harbour has been continued and there is now sufficient space prepared for the construction of several additional shipping berths. The contract for the extension of the Sand Point wharf is almost completed and tenders are at present being called for the erection thereon of a suitable warehouse which will be pushed forward for the business of the coming winter. This year the outlook is very bright for a heavy transatlantic trade through this harbour.

The construction of the new western entrance to Toronto harbour, placed under contract with Mr. R. Weddell in May of 1908, at a cost of $495,000, has progressed very satisfactorily. The new works consist of two parallel piers 400 feet apart about 220 feet south of the present western channel. The north pier is 2,200 feet in length and the south pier 2,500; the whole comprised of cribwork substructure with concrete superstructure. The channel between the piers will have a clear depth of 18 feet.

The citizens of Toronto are, of late years, beginning to take an active interest in the development of their harbour and particularly its industrial possibilities. The present harbour front is certainly not inviting or creditable. The majority of the wharfs are privately owned and many have been allowed to fall into a more or less dilapidated condition. The city now has under consideration a scheme for the improvement of the eastern portion of the harbour to provide sites for industrial purposes and already, on one of these locations, the National Iron Works have been established and are in operation. In all probability legislation will shortly be sought to reconstitute the Harbour Commission as at present existing, extending its scope and powers with the special object of prosecuting an effective scheme of harbour improvement.

OTTAWA RIVER STORAGE.

Reference was made in last year's report to this project, which was briefly outlined. A comprehensive report has now been received from the Engineer in charge, Mr. C. R. Coutlee, which has been carefully reviewed by the Assistant Deputy Minister, Mr. Arthur St. Laurent, who has had general direction of the work. It deals with the present water-power development on the Ottawa, the different lakes along its course, the characteristics of its watershed, its flow, together with an estimate of the extent of storage which can be obtained in those bodies of water which it has been

possible to examine in a reasonably thorough manner. Two of the proposed reservoir dams, one at the foot of Lake Timiskaming and the other on Lake Kipawa, are now under contract. The slow rate of progress on the former work has been a matter of much disappointment to the department. The Kipawa dam has, however, progressed satisfactorily. Contract plans are now ready for a third dam of the system at Gordon Creek, another outlet of Kipawa lake, and plans are in course of preparation for the Quinze dam.

The relatively small expenditure for which the Ottawa River storage system, with its far-reaching benefits, can be secured, is strikingly illustrated by a comparison with a project adopted in 1880 for the Mississippi river by the United States government. Five reserve dams were built creating reservoirs having an estimated storage capacity of from 70 billion to 90 billion cubic feet at a total cost of some $1,200,000. It is estimated that by the construction of the four dams above referred to, two of which are already under construction, it will be possible to secure a minimum storage capacity of 168 billion cubic feet of water at a cost of some $600,000, or about twice the capacity of the Mississippi river reservoirs for one-half the cost. These dams will all be permanent concrete structures with stop-log sluiceways. It is confidently expected that the benefits accruing from this conservation of surplus water in the way of mitigating floods, regulation of flow for power purposes, and the raising of the low level plane in the navigable stretches of the river will open a new era of industrial and commercial activity throughout the Ottawa Valley.

TELEGRAPHS.

During the fiscal year under review, thirty-one miles of new line were constructed in Cape Breton, from Enon to Gabarus, and 63½ miles from Strathlorne to Whycocomagh. In Quebec, two short lines were built aggregating twenty-seven miles. In the Northwest, seventy miles were constructed from Athabaska Landing towards Peace River Landing a distance of 290 miles. The route of this line skirts the western shore of Lesser Slave lake for a distance of eighty miles, thence to the northwest for a further distance of ninety miles. The line traverses a good farming and grazing country which is being rapidly taken up by settlers.

The department now has a total mileage of pole line of 7,748½ miles.

SURVEYS.

The department has recently been turning its attention to the possibilities of the development of water transportation in the three prairie provinces. The construction of railways has kept pace with the settlement and most gratifying growth of this portion of Canada, and on the completion of the Grand Trunk Pacific railway, and its branch lines, that section of the Dominion will be well served.

In the early pioneer days, prior to the advent of the railways, a number of vessels of the Mississippi type, flat-bottom, stern-wheelers, were built and operated on the Saskatchewan river with considerable success. Among these were the *Northwest,* 200 feet long, 30 feet beam; *Northcote,* 175 feet long, 30 feet beam; *Manitoba,* 175 feet long, 30 feet beam; *Marquis,* 175 feet long, 30 feet beam, and the *Lily,* 100 feet long, 24 feet beam. Their operation covered a period from 1875 to 1886, when vessel car-

riage was gradually abandoned, it having been found cheaper to ship by rail. Very little consideration had since been given to the opening up of commercial waterways in the Northwest until instructions were issued by you last fall that a careful study of conditions should be begun, and provision was made to carry out the necessary surveys and investigations to enable a definite conclusion to be reached as to what was possible in that direction, and to form a fairly approximate estimate of the cost.

It needs only a glance at the map of Western Canada to realize what inestimable advantages may be anticipated from the improvement of the natural water route to the foothills of the Rocky Mountains. It may be said to parallel the routes of the Grand Trunk Pacific, Canadian Pacific and Canadian Northern railways thus affording a competitive water route, which is the only real regulator of freight rates. The natural advantages of waterways in the transportation of heavy raw materials have been recognized to such an extent in the United States that there has lately been established a National Waterways Commission which is carrying on an investigation of considerable magnitude, with the object of improving inland navigation. Shallow draught navigation on the Saskatchewan would provide another national highway for commerce of much more importance to Canada than the Mississippi is to the United States, for that waterway runs at right angles to the American transcontinental railways and cannot therefore, in the strict sense, be a competitive route.

In the fall of 1909, a preliminary investigation was made of the Saskatchewan river between Lake Winnipeg and The Pas, a stretch of 146 miles, the most difficult portion to be improved. In the last twenty-three miles, the fall is 101 feet, to improve which will necessitate the construction of two dams and five locks, giving a 9-foot draught at low water as far as the end of Cedar lake which would be the head of deep-water navigation and the point of transfer. An approximate estimate of the cost of these improvements has been placed at about $3,000,000. An important feature in connection with the scheme outlined is that at one of the proposed dams a water power of some 80,000 horse-power will be created which would be of immense importance in the establishment of local industries or the possible milling of wheat and grinding of pulp on the line of the projected Hudson's Bay railway.

Early this summer, the investigation of the Saskatchewan river above The Pas was continued and seven parties were placed in the field under the direction of Mr. L. R. Voligny. A reconnaissance survey is being made of the river between The Pas and Edmonton, a distance of 752 miles. Four level parties, two transit parties and a contour party are engaged on the work. Each level party will cover about 188 miles of the river and continuous levelling, over the whole distance from The Pas to Edmonton, will give the accurate river slope. The transit parties will do the necessary topographical and hydrographic work in portions of the river requiring special consideration. The greater part of the work of improvement will be required at La Colle falls some twenty-three miles below Prince Albert; the work extending twelve miles below to The Forks, where the north and south branches of the Saskatchewan meet. This stretch of the river is very crooked and narrow and contains no less than fifteen rapids; it is the most difficult and dangerous part of the North Saskatchewan to navigate.

A detailed survey was necessary to secure the data required in connection with the improvements to be made in that part of the river, and for the project of power

development for industrial purposes. Other portions of the river requiring improvement will be Cadotte rapids, Nipawin rapids and Tobin rapids. The season's work will consist of the completion of the levels of 530 miles of the river and the making of special local surveys to ascertain what wing dams or other structures will be necessary to procure a navigable channel.

The Saskatchewan river is an alluvial stream of rapid flow and is obstructed by shifting sand bars; the latter presenting the greatest impediment to navigation. Above Cedar lake, the river seems to be adapted for only shallow draught navigation of from 4 to 5 feet. This, however, would be sufficient for vessels of the stern-wheel type and it is thought that the cost of securing navigation for such craft will not be very great.

An important link in this chain of water communication has already been secured by the construction of the St. Andrews lock and dam, situated on the Red river, twenty miles below the City of Winnipeg, and 28 miles above Lake Winnipeg. The formal opening by the Right Honourable the Prime Minister took place on July 14 last. This lock and dam afford, at periods of lowest water observed, uninterrupted navigation for vessels with a maximum draught of 9 feet between Winnipeg and points on Lake Winnipeg. The successful completion of this work has resulted in a revival of interest in the development of the resources of Lake Winnipeg which, it may be observed in passing, has an area of some 9,500 square miles, which is considerably larger than Lake Ontario. The lock has an effective length of 200 feet and a width of 45 feet and will dock a vessel of approximately 1,600 tons capacity. The maximum lift will be 21 feet and will occur only at periods of lowest water. Both the lock and dam are constructed after the most approved modern methods and the structure is said by competent judges to be one of the finest specimens of engineering work. The lock possesses all the latest features, including automatic self-balanced opening and filling valves which are being used for the first time in Canada. The lift of 21 feet is obtained by the construction of a movable dam of the Cameré type, consisting of a fixed substructure or dam of concrete and a series of steel truss bridges resting on piers from which are operated a number of frames, on which roll curtains of wooden lathes. This movable dam is the first of its kind to be built on the American continent.

With the development of navigation on the Saskatchewan, Canada would stand unique among the countries of the world in the matter of water transportation; 30 foot navigation (soon to be 35) from the sea to Montreal, a distance of nearly 1,000 miles; 14-foot from Montreal to Fort William, somewhat over 1,200 miles; 9-foot navigation from Winnipeg to the head of Cedar lake, and from there to the Rocky Mountains, from 4 to 5-foot navigation, over a distance of 1,100 miles, a total of approximately 3,300 miles of actual inland waterway, traversing the greater part of the northern half of this continent, the only break in the chain being the 400 mile stretch from Fort William to Winnipeg.

NELSON RIVER NAVIGATION.

An investigation was also made to determine the possibility of establishing navigation on the Nelson river between Lake Winnipeg and Hudson Bay. The report shows that although perfectly feasible, it would be an undertaking of considerable magnitude;

in fact, another Georgian Bay canal project, for, whereas the Georgian Bay canal is 440 miles long, with a fall of 758 feet, the Nelson river channel would be 430 miles long with a fall of 700 feet.

ART GALLERY.

Now that the new Victoria Memorial Museum building is almost completed, it is timely that some reference should be made to the splendid work of the Advisory Art Council in connection with the National Art Gallery which is to find quarters therein.

On April 3, 1907, authority was granted by the Governor-in-Council for the appointment of an advisory board or council of three, to advise and assist the Honourable the Minister of Public Works in the selection and purchase of paintings, water colours and objects of art for the national gallery. Sir George A. Drummond, Sir Edmund Walker and Honourable Arthur Boyer were chosen to constitute the board and on the death of the first-named, early in the present year, Dr. Francis E. A. Shepperd was appointed in his stead. With these gentlemen, it is entirely a labour of love and the unselfish devotion of a portion of their valuable time has already borne splendid fruit in the striking betterment of Canada's National Gallery and the stimulus and encouragement given to art and sculpture in this country.

The painting and works already purchased on the advice of the council, comprise the following:—

PAINTINGS.	ARTIST.
"WILLOWS, EVENING"	W. E. Atkinson, A. R. C. A.
"EVENING"	James M. Barnsley.
"A DUTCH PEASANT"	J. W. Beatty.
"THE CHESS PROBLEM"	Muriel C. W. Bolton.
"A MIDSUMMER NIGHT"	Archibald Brown.
"A MUSKOKA HIGHWAY"	F. H. Brigden.
"DEPARTURE OF DAY"	Harry Britton.
"MARGUERITE"	do
"A LITTLE PURITAN"	Franklin Brownell, R. C. A.
"CALVES"	do
"THE SMITHY"	Blair Bruce.
"EARLY MOONRISE IN SEPTEMBER"	William Brymner, P. R. C A
"EVENING"	do
"A MAY MORNING"	Elizabeth Stanhope Forbes.
"GRAY AND GOLD"	Miss Florence Carlyle.
"MORNING IN SPAIN"	W. H. Clapp.
"WINTER SCENE"	A. Suzor Côté.
"RT. HON. SIR WILFRID LAURIER"	A. Suzor Côté.
"THE FIRST SNOW"	Maurice Cullen, R. C. A.
"GENERAL BOOTH"	J. W. L. Forster, R. C. A.
"CANAL STREET, MORT-SURSOING"	Clarence Gagnon.
"IGNATIUS SANCHO"	Thos. Gainsborough, R. A.
"PORT OF AUDIERNE, BRETAGNE"	Fernand Le Gout-Gerard

"LANDSCAPE".. .. ..J. L. Graham, A. R. C. A.
"A CORNER OF THE PASTURE".. .. do
"OLD MILL".. .. ..J. S. Gordon.
"LANDING OF HIS ROYAL HIGHNESS THE DUKE OF CORNWALL AND YORK AT QUEBEC".. .. ..John Hammond, R. C. A.
"MAN IN ARMOUR".. .. ..Robert Harris. C. M. G., R. C. A.
"NOCTURNE".. .. ..Elizabeth McGillivray Knowles.
"THE WAYSIDE CROSS".. .. ..F. McGillivray Knowles.
"MARY IN GREEN".. .. ..John Lavery, R. S. A.
"IN THE MOOSE COUNTRY".. .. .. ..T. M. Martin, R. C. A.
"EVENING ON THE CONESTOGA"..C. M. Manly.
"LE QUAI DES GRANDS AUGUSTINS".. .. ..J. W. Morrice.
"CAP TOURMENTE".. .. ..Edmund Morris, A. R. C. A.
"PORTRAIT".. .. ..A. Dickson Patterson, R. C. A.
"ARRIVAL OF CHAMPLAIN AT QUEBEC".. .. ..George Agnew Reid, R. C. A.
"AFTERGLOW".. .. .. do
"LOOKING EAST".. .. ..Mrs. Mary Hester Reid, A. R. C. A.
"COL. CHARLES CHURCHILL".. ..Sir Joshua Reynolds.
"OMBRE ET LUMIERE".. .. ..Charles Dagnac-Rivière.
"MOTHER AND SON".. .. ..John Wentworth Russell.
"HUNDUS RETURNING WITH THEIR SPOIL".. .. ..Henry Sandham.
"FISHERMAN'S HOUSE AT TREPOT".. .. ..Eugene L. Sidaner.
"OCTOBER ON THE FRASER RIVER".. .. ..F. M. Bell Smith, P. O. S. A., R. C. A.
"KAULKAVEN, DORDRECHT".. ..S. Stickland Tully.
"RT. HON. SIR JOHN MACDONALD".. .. ..F. A. Verner, A. R. C. A.
"NUT GATHERERS IN THE FOREST".. .. ..Homer Warson, R. C. A.
"LLASSJE".. .. ..A. Curtis Williamson, R. C. A.
"THE MILL RACE".. .. ..Mary E. Wrinch.

WATER COLOURS.

"THE PROSPECTOR".. .. ..Charles W. Jeffreys.

SCULPTURE.

"YOUNG INDIANS RUNNING".. ..Alfred Laliberté.
"BRONZE BUST OF Mr. DEMONTIGNY".. .. ..Alfred Laliberté.
"BUST OF DEMONTS".. .. ..Hamilton McCarthy, R. C. A
"INDIAN WARRIOR".. .. ..A. Phimister Proctor.
"PROWLING PANTHER".. .. .. .. do
"STANDING PUMA".. .. .. do

BLACK AND WHITE, AND ARTISTS' DRAWINGS.

Designs in mural decorations, &c., Walter Crane.
Etchings, Clarence Gagnon.

The gallery has for many years past suffered a serious handicap through lack of sufficient accommodation for the proper display of its treasures. It has quite outgrown the upper floor of the building on the corner of Queen and O'Connor streets, and its decided lack of attractiveness probably accounts for the marked decrease in the number of visitors during the last few years. There has been a falling off from 14,368 in the year 1905, to only 11,939, in 1910. This, however, will be a thing of the past upon the completion of the Victoria Memorial Museum where the gallery will probably occupy three floors of the east wing. The upper floor has been specially prepared for the display of paintings and, in addition to the gallery proper, there has been constructed, on the east side, a series of arches leading into alcoves where it is the intention to assemble examples of the different schools of art for the study of connoisseurs.

On the recommendation of the council, a curator has recently been appointed, in the person of Mr. Eric Brown, who comes well recommended as an authority on paintings and statuary. In its new quarters, which will afford proper scope for the work of the Art Council, the gallery should shortly become a Mecca for Canadian lovers of art and a delightful place of recreation for the general public.

It is with the keenest sorrow, which is shared by every member of the department, that I have to chronicle the death, on June 2 last, of the Secretary of the department, the late Mr. Napoléon Tessier. During the short time that he filled this responsible position, he proved himself a most faithful, willing and conscientious worker, having always the interest and welfare of the department at heart. His unexpected taking off, in the prime of his manhood, was a sad shock to all and his associates in the department deeply mourn the loss of a respected and esteemed colleague.

In conclusion, I desire to tender my sincere thanks to the staff of the department, and to express my deep appreciation of their efficient work during the past year.

I have the honour to be, Sir,

Your obedient servant,

J. B. HUNTER,

Deputy Minister.

PART II

REPORT OF THE CHIEF ACCOUNTANT

FOR THE

FISCAL YEAR ENDED MARCH 31

1910

DEPARTMENT OF PUBLIC WORKS, CANADA,
ACCOUNTANT'S OFFICE,
OTTAWA, October 19, 1910.

R. C. DESROCHERS, Esq.,
Secretary,
Department of Public Works,
Ottawa.

SIR,—I beg to submit the report upon the expenditures made by this Department during the fiscal year ended, March 31, 1910.

As in previous years, the report takes the form of three tabular statements, as follows:—

Statement A, showing the expenditures upon each work under the several heads of (1) construction and improvements, (2) repairs, (3) staff and maintenance. In treating of public buildings, as it would be cumbersome to give the cost of maintenance in detail in this statement, that expenditure is condensed into one item for each province, the fuller detail being reserved for Statement B.

Statement B, showing separately for each building, the cost of rent, salaries, heating, lighting and water.

Statement C, showing amounts advanced by Government for the construction of certain works of a semi-public character, under statutory authority and after inspection by officers of this Department.

The total expenditure during the fiscal year was $11,342,365.29. a decrease of $3,442,374.10 from the expenditure in 1908-9.

The volume of work passed through the Accountant's Branch during 1909-10 may be briefly indicated as follows:—

	Number of cheques issued.	Amount.
		$ cts.
Direct payment by Departmental cheque—		
Issued by head office, Ottawa	52,886	4,212,909 46
" agencies	10,155	733,003 95
Total Departmental cheques	63,041	4,945,913 41
Payment by Receiver General's cheque, after applications issued by this office, upon the Auditor General (contract work, &c)	1,120	6,396,451 88
Total expenditure		11,342,365 29

I have the honour to be, sir,

Your obedient servant,

A. G. KINGSTON,
Chief Accountant and Controller.

STATEMENT OF EXPENDITURE

DURING

FISCAL YEAR ENDED MARCH 31, 1910

STATEMENT A.—Showing the Amounts Expended by the Department of Public Works of Canada during the Fiscal Year ending March 31, 1910.

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Staff and Maintenance.	Total.
PUBLIC BUILDINGS.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia.				
Amherst post office &c.	1,997 63	152 70		2,150 33
Annapolis "		1 60		1 60
Antigonish "		612 89		612 89
Arichat "		411 19		411 19
Baddeck "		13 76		13 76
Bridgewater "	3,552 60			3,552 60
Canning armoury	29 38			29 38
Canso post office, &c.		1,205 44		1,205 44
Dartmouth "		935 95		935 95
Digby "		29 70		29 70
Glace Bay "	7,136 93	8 00		7,144 93
Guysboro "	1,673 96	45 33		1,719 29
Halifax appraisers office		169 42		169 42
" Asst. Receiver General's office		4 00		4 00
" custom house (new)	3,001 95	1,342 25		4,344 20
" power for machinery			319 70	319 70
" detention building	2,499 53	769 74		3,269 27
" Lawlor's Island quarantine station		1,023 86		1,023 86
" post office (former D. B)	38,993 69	545 23		39,538 92
Inverness post office, &c.		353 25		353 25
Kentville "		81 16		81 16
Liverpool "		160 80		160 80
Lunenburg "	1,913 25	71 00		1,984 25
Nappan experimental farm	21 57	51 65		73 22
New Glasgow post office, &c.	1,457 88	15 61		1,473 49
North Sydney "		503 47		503 47
Parrsboro "		125 40		125 40
Pictou custom house		332 02		332 02
" post office, &c.		2,012 39		2,012 39
Shelburne "	11,915 02			11,915 02
Springhill "		835 79		835 79
Sydney "		287 18		287 18
Sydney Mines post office, &c.		203 47		203 47
Truro armoury	1,335 83			1,335 83
" post office, &c		114 50		114 50
Westville post office, &c.	4,215 00	4 80		4,219 80
Windsor "		25 18		25 18
Wolfville "		138 10		138 10
Yarmouth "	125 00	1,053 57		1,178 57
Heating, lighting, water, &c., for all buildings in Nova Scotia (for details, see 32).			50,425 30	50,425 30
Totals, Nova Scotia	79,869 22	13,640 40	50,745 00	144,254 62
Prince Edward Island.				
Charlottetown Dominion buildings	1,280 54	1,046 78		2,327 32
Georgetown post office, etc.	5,043 01	12 90		5,055 91
Montague "		63 46		63 46
Souris "		127 89		127 89
Summerside "		200 56		200 56
Heating, lighting, water, etc., for all buildings in Prince Edward Island (for details see 32).			9,194 51	9,194 51
Totals, Prince Edward Island	6,323 55	1,451 59	9,194 51	16,969 65

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Staff and Maintenance.	Total.
PUBLIC BUILDINGS.	$ cts.	$ cts.	$ cts.	$ cts.
New Brunswick.				
Bathurst post office, etc		177 88		177 88
Buctouche "		80 00		80 00
Campbellton "		270 51		270 51
Chatham armoury	6,668 32			6,668 32
" post office, etc		240 72		240 72
" quarantine station		105 90		105 90
Dalhousie post office, etc.		39 56		39 56
Fairville "		84 70		84 70
Fredericton armoury		1 80		1 80
" post office, etc.		1,556 04		1,556 04
Grand Falls "		67 66		67 66
Marysville "		2 50		2 50
Moncton "		419 24		419 24
Newcastle "		278 80		278 80
Richibucto "	200 00	102 00		302 00
St. John custom house	1,453 95	53 35		1,507 30
" cattle quarantine station		32 06		32 06
" drill hall	596 50			596 50
" immigrant building		728 98		728 98
" engineer's office		215 95		215 95
" militia stores building		522 62		522 62
" Partridge Island quarantine station	6,168 72			6,168 72
" post office	1,873 31	361 19		2,234 50
" savings bank		274 20		274 20
" West post office		1,948 76		1,948 76
St. Leonard immigrant building (Victoria Co.)		51 53		51 53
St. Stephens post office, etc.		55 38		55 38
Sussex "		242 32		242 32
Tracadie Lazaretto	1,346 44	127 36		1,473 80
Woodstock post office, etc		225 82		225 82
Heating, lighting, water, etc., for all buildings in New Brunswick (for details see 33).			45,829 45	45,829 45
Totals, New Brunswick	18,307 24	8,266 83	45,829 45	72,403 52
Quebec.				
Acton Vale post office		15 53		15 53
Arthabaskaville post office		27 60		27 60
Aylmer "		830 75		830 75
Beebe Junction custom house (Stanstead)		375 22		375 22
Beebe Plain immigrant building (Stanstead)		34 00		34 00
Berthierville, post office		17 31		17 31
Buckingham "		81 62		81 62
Chicoutimi "		661 02		661 02
Cookshire "	9,118 12			9,118 12
Coaticook "		47 91		47 91
Drummondville "		192 75		192 75
Dundee custom house		94 40		94 40
Grosse Isle quarantine station, improvements	5,690 35			5,690 35
Farnham post office, &c		614 99		614 99
Father Point engineer's office		29 20		29 20
Fraserville post office, &c		1,438 50		1,438 50
Granby "		73 02		73 02
Hochelaga "		50 44		50 44
Hull "		62 95		62 95
Joliette armoury	14,868 33			14,868 33
" post office, &c.		517 25		517 25
Knowlton armoury	397 00			397 00
" post office, &c	5,239 21	1 20		5,240 41
Lachine "		45 04		45 04
Lachute "	3,640 83	4 28		3,645 11
Lake Megantic post office		98 60		98 60

SESSIONAL PAPER No. 19

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Staff and Maintenance.	Total.
PUBLIC BUILDINGS.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—Continued.				
Laprairie post office		65 02		65 02
L'Assomption "		84 78		84 78
Lévis armoury	133 93			133 93
" post office, &c.		1,933 59		1,933 59
Longueuil post office, &c.	195 00	404 12		599 12
Magog "	11,475 07			11,475 07
Marieville "		6 00		6 00
Metapedia "		125 91		125 91
Montmagny "		417 51		417 51
Montreal custom house		3,159 78		3,159 78
" eastern postal station	9,409 35	3,017 97		12,427 32
" engineer's office		126 32		126 32
" examining warehouse (old)	6,600 11	1,524 41		8,124 52
" power for elevator			2,565 63	2,565 63
" immigration office		843 36		843 36
" inland revenue office		1,304 91		1,304 91
" new examining warehouse		19 00		19 00
" new militia stores	3,012 80			3,012 80
" pneumatic tube system		541 40		541 40
" post office (main)	111,668 42	4,631 37		116,299 79
" power for elevator			2,921 19	2,921 19
" postal station "B"		1,149 30		1,149 30
" " "C"		80 03		80 03
" Railway commission office, Board of Trade Building		59 02		59 02
" grain inspector's office, Board of Trade Bldg		59 44		59 44
" clerk of works office, Merchants' Bank Building		7 50		7 50
" Windsor Station, sorting room		968 00		968 00
Nicolet post office		799 13		799 13
Nominingue immigrant building		55 72		55 72
Peribonca "		304 71		304 71
Pierreville post office	1,862 36	5 25		1,867 61
Plessisville "	15,624 39			15,624 39
Pointe St. Charles (new P. station)	38,511 10			38,511 10
Quebec Citadel, Governor General's quarters		821 41		821 41
Quebec custom house		630 00		630 00
" dominion arsenal	3,617 92			3,617 92
" drill shed (school of gunnery)	36,936 58			36,936 58
" examining warehouse	2,983 04	238 48		3,221 52
" Inland Revenue		108 13		108 13
" Marine and Fisheries building		21 25		21 25
" immigration buildings	6,497 06	1,325 00		7,822 06
" hospital for trachoma	1,004 11	4 70		1,008 81
" observatory		111 35		111 35
" post office	8,956 67	1,524 06		10,480 73
" power for machinery			913 00	913 00
" East, St. Roch's P.O.	37,660 23		48 78	37,709 01
Richmond post office, &c		602 16		602 16
Rigaud armoury	631 32			631 32
Rimouski armoury	327 44			327 44
" post office		590 90		590 90
Roberval immigration shed		39 20		39 20
" post office		24 30		24 30
Sherbrooke drill hall	40,831 49			40,831 49
" post office		1,691 02		1,691 02
Sorel "		734 50		734 50
St. Césaire, tobacco curing station	610 00			610 00
St. Gabriel de Brandon post office, &c.		130 00		130 00
St. Henri post office		457 76		457 76
St. Hyacinthe Inland Revenue office		20 35		20 35
" post office		587 78		587 78
St. Jacques de l'Achigan post office		50 00		50 00

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Staff and Maintenance.	Total.
PUBLIC BUILDINGS.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—Concluded.				
St. Jacques de l'Achigan tobacco curing station	586 50			586 50
St. Jérôme post office		79 95		79 95
St. John's "	2,591 47	363 80		2,955 27
St. John's military buildings, cavalry stables	55 44			55 44
St. Louis du Mile End post office		546 44		546 44
St. Thérèse post office		71 35		71 35
Terrebonne "		43 49		43 49
Thetford Mines "		52 16		52 16
Three Rivers custom house		778 37		778 37
" drill hall and armoury	55 55	134 40		189 95
" post office	10,563 83	1,053 06		11,616 89
Valleyfield post office	1,615 00	189 51		1,804 51
Ville Marie Inland Revenue office		25 00		25 00
Victoriaville post office, &c		993 63		993 63
Westmonnt post office	14 00			14 00
Heating, lighting, water, &c., for all buildings in Quebec (for details see 34)			158,061 00	158,061 00
Totals, Quebec	392,984 02	41,050 64	164,509 60	598,544 26
Ontario.				
Alexandria armoury	90 00			90 00
" post office, &c		35 85		35 85
Almonte " "		1,100 97		1,100 97
Amherstburg " "		27 71		27 71
Arnprior " "		666 19		666 19
Barrie " "		577 90		577 90
Belleville armoury	8,572 63			8,572 63
" post office, &c		724 87		724 87
Berlin " "		700 64		700 64
Bowmanville " "		35 24		35 24
Brampton " "		214 52		214 52
Brantford drill hall and armoury	2,117 40	250 00		2,367 40
" post office, &c		290 97		290 97
Bridgeburg " "		531 60		531 60
Brockville " "		928 60		928 60
Carleton Place " "		22 25		22 25
Cayuga " "		34 17		34 17
Chatham, armoury	30 00			30 00
" post office, &c		714 10		714 10
Chesley " "		35 57		35 57
Clinton " "	107 00	113 64		220 64
Cobalt custom house		332 35		332 35
Cobourg post office, &c		617 92		617 92
Cornwall " "	2,772 63	99 93		2,872 56
Deseronto " "		197 60		197 60
Dundas " "		28 00		28 00
Durham armoury	5,803 35			5,803 35
Essex post office, &c		27 92		27 92
Fergus " "		45 64		45 64
Fort William " "	10,568 88	100 65		10,669 53
Galt " "		42 46		42 46
Gananoque, custom house		10 00		10 00
" post office, &c		12 25		12 25
Glencoe " "	22,826 84			22,826 84
Goderich " "		29 07		29 07
Guelph armoury	9,932 91			9,932 91
" post office, &c		109 24		109 24
Hamilton custom house		129 31		129 31
" drill hall	18,894 91			18,894 91
" post office, &c		2,383 52		2,383 52

SESSIONAL PAPER No. 19

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Staff and Maintenance.	Total.
PUBLIC BUILDINGS.	$ cts.	$ cts.	$ cts.	$ cts.
Ontario—Continued.				
Hamilton power for machinery			36 00	36 00
" postal station 'B'		698 53		698 53
Harriston post office, &c		58 30		58 30
Harrow, tobacco curing station	2,336 30			2,336 30
Hawkesbury post office, &c		63 83		63 83
Ingersoll " "		40 33		40 33
Kemptville " "		44 53		44 53
Kenora " "		168 89		168 89
Kincardine " "	10,718 07			10,718 07
Kingston custom house		1,255 97		1,255 97
" inland revenue office		412 46		412 46
" post office, &c		2,310 29		2,310 29
Kingston Military District—				
Kingston ordinance stores	2,265 00	11 88		2,276 88
" R. M. College, additional accommodation	31,653 96			31,653 96
" R. M. C., stables	9,568 81			9,568 81
Leamington, post office, &c	11,235 79			11,235 79
Lindsay " "		71 79		71 79
Listowel " "		75 05		75 05
London, custom house		972 47		972 47
London drill hall and armoury	1,414 58			1,414 58
" military buildings	150 00			150 00
" post office, &c		1,404 05		1,404 05
Markham post office, &c	2,949 39			2,949 39
Mitchell "		36 87		36 87
Mount Forest public building		46 22		46 22
Napanee post office, &c		246 85		246 85
Niagara Falls armoury	54 80			54 80
" post office, &c		349 03		349 03
North Bay "		2,642 28		2,642 28
Orangeville "		36 55		36 55
Orillia "		88 55		88 55
Oshawa "		37 99		37 99
Ottawa—astronomical observatory	14,002 92	0 35		14,003 27
" " " power for machinery			215 40	215 40
" bacteriological laboratory		145 89		145 89
Ottawa Departmental Buildings—				
Equipment for elevator, western block	3,696 68			3,696 68
Improvement in lavatories	9,878 49			9,878 49
Ottawa, experimental farm	13,974 07	4,520 87		18,494 94
" fuel testing building (Dept. Mines)	15,001 39			15,001 39
" Major's hill park			7,927 62	7,927 62
" military stores	3,786 29			3,786 29
" national art gallery	9,413 20		720 00	10,133 20
" new departmental buildings Sussex st	89,889 80			89,889 80
" Parliament building, new wing, &c	92,688 76			92,688 76
" post office (fire escape)	498 00			498 00
" " power for elevator			839 08	839 08
" Rideau hall			21,630 57	24,630 57
" " grounds $ 9,440 94				
" " snow 1,040 21			19,693 15	19,693 15
" " fuel and light 8,552 00				
" " watchman 660 00				
" Royal mint, refinery	29,975 59			29,975 59
" tobacco curing station	310 00			310 00
" Victoria museum	215,032 30			215,032 30
" generally, steel fittings	49,999 07			49,999 07
" " Parliament grounds	8,601 45		11,999 26	20,600 71
" " power for elevators			9,331 38	9,331 38
" " removal of snow			3,042 57	3,042 57
" " repairs and furniture		242,898 37		242,898 37
" " telephone service			17,783 77	17,783 77
Owen Sound post office, &c	13,464 95			13,464 95

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Staff and Maintenance.	Total.
PUBLIC BUILDINGS—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.
Ontario—Continued.				
Paris post office, &c.		17 53		17 53
Park Hill "	15,729 75			15,729 75
Pembroke "		334 60		334 60
Perth "		97 67		97 67
Peterboro' armoury	33,928 31			33,928 31
" custom house		32 92		32 92
" post office, &c.		291 20		291 20
Petrolea "		181 15		181 15
Picton "		113 62		113 62
Port Arthur immigration building		3 00		3 00
" post office, &c.		123 44		123 44
Port Colborne "		33 11		33 11
Port Hope "		36 97		36 97
Prescott custom house		151 59		151 59
" post office, &c		1,775 71		1,775 71
Renfrew "	11,474 97	1 30		11,476 27
Sandwich "		10 50		10 50
Sarnia armoury	159 40			159 40
" post office, &c		948 16		948 16
Sault Ste. Marie post office, &c.		136 08		136 08
" " Img. and C. offices	510 38			510 38
Seaforth post office, &c.		57 07		57 07
Simcoe "	12,129 70			12,129 70
Smiths Falls post office, &c.		2,641 65		2,641 65
Stratford post office, &c.		1,035 19		1,035 19
Strathroy armoury	499 00			499 00
" post office		117 83		117 83
Streetsville post office		1 13		1 13
Sturgeon Falls, public building		21 63		21 63
St. Catharines drill hall	5,442 00			5,442 00
" post office, &c.		478 25		478 25
St. Mary's "		83 15		83 15
St. Thomas "		689 20		689 20
Sudbury "		36 07		36 07
Tilsonburg "		44 77		44 77
Toronto Asst. Rec. Genl's Office		333 49		333 49
" custom house		701 28		701 28
" power for elevator			171 42	171 42
" drill hall additional acc	1,801 48			1,801 48
" dist. engrs. office		34 00		34 00
" ex. warehouse		777 02		777 02
" inland rev. office		86 34		86 34
" meteorological observatory.	42,917 93			42,917 93
" magazine	567 00			567 00
" post office	2,124 27	1,953 74		4,078 01
" power for elevator			396 10	396 10
" pneumatic tube system		768 80		768 80
" postal station 'A'		639 64		639 64
" power for machinery			213 64	213 64
" postal station 'B'		14 05		14 05
" " 'C'		387 45		387 45
" " 'D'		630 85		630 85
" " 'E'		770 41		770 41
" " 'F'		572 73		572 73
" " 'G'		79 69		79 69
Trenton post office, &c.		102 77		102 77
Walkerton post office, &c.		162 62		162 62
Walkerville "		1,000 00		1,000 00
Waterloo "		93 14		93 14
Welland "	22,841 13			22,841 13
Whitby "	20,390 18			20,390 18
Windsor "		624 02		624 02

SESSIONAL PAPER No. 19

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Staff and Maintenance.	Total.
PUBLIC BUILDINGS—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.
Ontario—Concluded.				
Wingham post office, &c		158 89		158 89
Woodstock "		1,171 15		1,171 15
Heating, lighting, water, &c., for all buildings in Ontario (for details see 37)			487,608 89	487,608 89
Totals, Ontario	894,791 71	290,365 41	584,608 85	1,769,765 97
Manitoba.				
Brandon drill hall	2,859 05			2,859 05
" experimental farm	541 38	323 51		864 89
" immigration shed		52 25		52 25
" post office, &c		228 69		228 69
Dauphin post office, &c	12,089 45			12,089 45
Elmwood post office		200 00		200 00
Emerson cattle quarantine station	2,441 80			2,441 80
" post office, &c	28,656 76			28,656 76
Gretna cattle quarantine station		74 55		74 55
Neepawa post office, &c	17,319 20			17,319 20
Portage La Prairie armoury	6,500 00			6,500 00
" post office, &c		342 06		342 06
St. Boniface post office, &c		117 14		117 14
Selkirk post office, &c	1,915 32	1,348 16		3,263 48
Souris post office		188 72		188 72
Winnipeg custom house		909 60		909 60
" examining warehouse		317 14		317 14
" new examining warehouse	112,048 27			112,048 27
" immigration building (new)		2,590 00		2,590 00
" power for machinery			84 20	84 20
" immigration building (old)		931 36		931 36
" lands office		316 95		316 95
" military buildings, quarters for N. Com. officers	3,065 95			3,065 95
" post office (old)	4,850 98	1,789 00		6,639 98
" power for machinery			435 60	435 60
" post office (new)		3,807 83		3,807 83
" postal station "B"		831 81		831 81
" post office north of C.P.R. track		11 80		11 80
" power for machinery			391 95	391 95
" Inspector's office (grain exchange building)		207 40		207 40
Heating, lighting, water, &c., for all buildings in Manitoba (for details see 37)			54,126 42	54,126 42
Totals, Manitoba	192,288 16	14,587 97	55,038 17	261,914 30
Saskatchewan and Alberta.				
Battleford immigrant building	2,321 50			2,321 50
" Dominion land office		210 00		210 00
Biggar immigrant building	2,654 00	76 40		2,730 40
Calgary Dominion lands office		83 71		83 71
" post office, &c	6,196 99	1,549 35		7,746 34
" power for machinery			421 44	421 44
Edmonton Dominion lands office, &c		1,467 03		1,467 03
" immigrant building	5,950 82	56 75		6,007 57
" post office	49,491 45	42 33		49,533 78
" power for machinery			13 65	13 65
Estevan post office, &c	21,001 96			21,001 96
Grouard Dominion lands office		372 05		372 05
Humbolt Dominion lands office		1,225 00		1,225 00
Indian Head experimental farm	555 99	167 65		723 64
" forestry station		343 35		343 35

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Staff and Maintenance.	Total.
PUBLIC BUILDINGS—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.
Saskatchewan and Alberta—Concluded.				
Lesser Slave Lake lands office		50 00		50 00
Lethbridge armoury	12 56			12 56
" custom house & Dominion lands office	644 02			644 02
" experimental farm	47 05			47 05
" immigrant shed		119 75		119 75
" post office, &c		1,712 64		1,712 64
Lloydminster armoury	23 38			23 38
" lands office		27 00		27 00
Macleod custom house		15 00		15 00
Maple Creek post office, &c	6,018 67			6,018 67
Medicine Hat armoury	1,501 48			1,501 48
" post office	8,001 09	80 85		8,081 94
Moosejaw court house and Dominion lands office		475 75		475 75
" post office, &c		772 45		772 45
" immigrant shed	3,319 70	140 80		3,460 50
North Battleford, immigrant shed		478 55		478 55
North Portal cattle quarantine station	13,000 00			13,000 00
Phillips immigrant building	2,733 00			2,733 00
Prince Albert Dominion lands and registry office		102 05		102 05
" immigrant building		24 30		24 30
" penitentiary	24,467 88			24,467 88
" post office		1,308 61		1,308 61
Red Deer court house and Dominion lands office		451 30		451 30
Regina Dominion lands office		323 53		323 53
" immigrant building	3,406 10	400 21		3,806 31
" post office and custom house	9,654 57	1,083 41		10,737 98
Rosthern experimental farm	39 10			39 10
Saskatoon immigrant building		341 00		341 00
" post office, &c	32,302 06	452 65		32,754 71
Strathcona armoury	26 36			26 36
" public building		655 45		655 45
" immigrant building		317 80		317 80
Swift Current immigrant building		94 00		94 00
Wainright immigrant shed		2,408 76		2,408 76
Wetaskiwin post office, &c	4,069 63			4,069 63
Willow Creek cattle quar. station		75 00		75 00
Yonker immigrant shed		2,654 20		2,654 20
Yorkton post office, &c	20,625 04			20,625 04
Heating, lighting, water, &c., for all buildings in Saskatchewan and Alberta (for details see 39)			60,973 41	60,973 41
Totals, Saskatchewan and Alberta	218,064 40	20,158 68	61,408 50	299,631 58
British Columbia.				
Agassiz experimental farm	628 85	151 25		780 10
Atlin post office, &c		48 00		48 00
Chilliwack post office, &c		23 20		23 20
Cumberland "	2,097 13	1 75		2,098 88
Fernie "	21,020 68			21,020 68
Gateway cattle quarantine station		400 00		400 00
Grand Forks cattle quarantine station		45 00		45 00
" custom house		50 00		50 00
Huntingdon "		82 99		82 99
Kamloops, armoury	84 90			84 90
" post office, &c		44 60		44 60
" lands office		247 13		247 13
Ladysmith post office, &c	8,499 18	13 40		8,512 58
Midway, cattle quarantine station		250 00		250 00
Nanaimo post office, &c		940 81		940 81
Nelson "		2,482 81		2,482 81
New Westminster fisheries and Indian office		91 30		91 30
" post office, &c		1,239 43		1,239 43

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Staff and Maintenance.	Total.
PUBLIC BUILDINGS—*Concluded.*	$ cts.	$ cts.	$ cts.	$ cts.
British Columbia—Concluded.				
Prince Rupert post office, &c		1,246 54		1,246 54
Rossland, cattle quarantine station		19 25		19 25
" post office, &c		250 05		250 05
Union Bay custom house		338 00		338 00
Vancouver, Chinese hospital		574 00		574 00
" ex. warehouse		179 21		179 21
" post office (old)		382 70		382 70
" power for machinery			201 25	201 25
" post office (new)		1,521 93		1,521 93
" public building	59,999 08	424 00		60,423 08
Vernon post office, &c		446 21		446 21
Victoria, cattle quarantine station (outer wharf)		171 00		171 00
" immigration building	37,435 08	50 00		37,485 08
" marine hospital		14 62		14 62
" post office (new)		2,179 45		2,179 45
" power for machinery			508 94	508 94
" post office (old)	5,193 48	197 56		5,391 04
" old custom house		591 70		591 70
" power for machinery			49 12	49 12
Williams Head, quarantine station	6,999 81	180 00		7,179 81
Heating, lighting, water, &c., for all buildings in British Columbia (for details see 39)			44,588 94	44,588 94
Totals, British Columbia	141,958 19	14,877 89	45,348 25	202,184 33
Yukon Territory.				
Dawson, Commissioner's office	10,580 13			10,580 13
Heating, lighting, water, &c., for all buildings in Yukon Territory (for details see 39)			79,974 76	79,974 76
Totals, Yukon Territory	10,580 13		79,974 76	90,554 89
Public Buildings Generally.				
Advertising coal tenders—Dominion buildings			3,464 85	3,464 85
Printing, stationery, instruments, travelling, &c			18,910 10	18,910 10
Salaries of resident clerk of works			19,989 53	19,989 53
Totals, Public Buildings generally			42,364 48	42,364 48

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia.					
Abercrombie Point wharf		5,731 08			5,731 08
Amaguadees Pond			165 10		165 10
Amherst Point wharf			313 30		313 30
Anderson's Cove breakwater		999 97			999 97
Annapolis ice piers		25,919 86			25,919 86
Argyle Head wharf			99 90		99 90
Arisaig breakwater			1,108 74		1,108 74
Avonport wharf		1,999 66			1,999 66
Baddeck wharf		1,710 72			1,710 72
Baileys Brook harbour			100 00		100 00
Basswood Beach			50 00		50 00
Bay St. Lawrence boat harbour		706 25			706 25
Big Bras d'Or wharf			1,918 36		1,918 36
Blue Rocks		4,112 95			4,112 95
Bluff Head breakwater		81 21			81 21
Boularderie Centre			25 02		25 02
Breton Cove protection works		599 98			599 98
Canada Creek breakwater		3,372 92			3,372 92
Canning (See Habitant River).					
Cape Negro (The Haulover, Shelburne Co.)			590 21		590 21
Cape North (wharf at Sugar Loaf, Aspy Bay North)		243 82			243 82
Cape St. Mary breakwater		615 00			615 00
Caribou Island causeway		1,215 36			1,215 36
Castle Bay, wharf extension		2,041 61			2,041 61
Chebogue harbour			47 75		47 75
Cheticamp harbour	39,043 10				39,043 10
Cheverie breakwater extension		4,497 25			4,497 25
Church Point, repairs to wharf			598 18		598 18
Clark's Harbour protection works			769 24		769 24
Cow Bay (Port Morien) harbour imp'ts.		5,021 50			5,021 50
Cow Bay Run (Osborne's breakwater)		1,193 79			1,193 79
Cribbins Point wharf			1,633 18		1,633 18
Delaps Cove- breakwater			59 76		59 76
Descousse wharf			633 00		633 00
Digby harbour—improvements	20,887 50	29,982 29			50,869 79
East Berlin			571 78		571 78
East River (Sheet Harbour)			116 74		116 74
East River (Pictou Co.)	27,525 81				27,525 81
Fort Lawrence		65 00			65 00
Fourchu	36,266 21				36,266 21
Fox Island beach protection		79 24			79 24
French Village			132 04		132 04
Frudes Point			298 68		298 68
Georgeville wharf			783 16		783 16
Grand Etang protection works		875 58			875 58
Grass Cove (Iona) Little Bras d'Or Lake—wharf		2,288 17			2,288 17
Great Village wharf			306 48		306 48
Gros Nez breakwater		244 38			244 38
Habitant River (wharf at Canning)		5,435 06			5,435 06
Halifax graving dock				10,000 00	10,000 00
Hall's Harbour			232 73		232 73
Hampton breakwater			100 39		100 39
Harbour Bouche wharf		349 97	47 67		397 64
Harbourville breakwater		2,045 49			2,045 49
Heatherton protection works		322 41			322 41
Irish Cove protection works, &c		349 95	614 02		963 97
Inverness (Broad Cove Mines) harbour improvements		2,031 31			2,031 31
Jones Harbour,			162 33		162 33

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and maintenance.	Total.
HARBOURS AND RIVERS—*Con.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia—Con.					
Kelly's Cove (Yarmouth Co.) extension breakwater		650 85			650 85
LaHave river	21,483 22				21,483 22
Lawlor's Island, Quar. Station repairs			2,333 24		2,333 24
Liscomb breakwater			30 42		30 42
Little Brass d'Or	43 05				43 05
Little Narrows, North		3,471 45			3,471 45
Little River Harbour wharf		905 71			905 71
Liverpool	5,286 03				5,286 03
Livingston's Cove			200 00		200 00
Lower Jordan Bay channel		2,000 00			2,000 00
McNair's Cove		3,755 34	269 11		4,024 45
McPherson Cove (Gt. Bras d'Or) wharf		4,550 50			4,550 50
Malignant Cove, protection works		215 41			215 41
Marble Mountain, wharf		967 92			967 92
Margaree harbour, improvements		300 08			300 08
Margaree Island wharf		1,725 90			1,725 90
Margaree River shear dams		245 56			245 56
Margaretville eastern breakwater		288 04			288 04
Margaretville western breakwater			358 53		358 53
Meteghan River wharf			300 00		300 00
Middle River (lower) shear dams		1,100 25			1,100 25
Middle River shear dams (Indian Brook)		700 00			700 00
Middle River (Upper)		401 02			401 02
Minasville (Dalrymple Point)		8,187 50			8,187 50
Minudie			327 87		327 87
Mira River wharf (Grand Mira south)			724 98		724 98
Monks Head protection works			211 97		211 97
Moose Harbour breakwater		1,799 54			1,799 54
Morden breakwater			399 83		399 83
Mulgrave (Guysboro)	1,947 38				1,947 38
New Haven boat landing		40 00			40 00
Noel wharf addition		274 55			274 55
North Wallace wharf			589 00		589 00
Owls Head wharf		544 96			544 96
Oyster Pond breakwater		1,999 85			1,999 85
Petit de Grat	6,575 88				6,575 88
Pictou, I. C. R. dock	3,862 01				3,862 01
Pictou Cove		350 04			350 04
Plymouth wharf			66 41		66 41
Portuguese Cove breakwater		1,229 34	5 00		1,234 34
Port Dufferin breakwater at Smileys Pt.		186 60			186 60
Porters Lake		240 91			240 91
Port Hastings wharf		11,811 20	21 00		11,832 20
Port Hilford			10 00		10 00
Port Hood harbour, closing northern entrance		15,012 31			15,012 31
Port Hood wharf		1,392 80			1,392 80
Port Lorne breakwater		599 92			599 92
Port Maitland breakwater		4,800 73			4,800 73
Port Mouton	24,941 97		75 00		25,016 97
Port Wade—pier			200 00		200 00
Prospect breakwater			103 20		103 20
Pugwash harbour		2,002 95			2,002 95
Quoddy Island wharf		998 83			998 83
Rays Creek			68 79		68 79
Red Island	8,503 50				8,503 50
Ross Ferry wharf			549 21		549 21
Saulnierville wharf		99 75			99 75
Saw Pit wharf			50 87		50 87
Scotch Cove breakwater		311 28			311 28
Seaside wharf (Inverness Co.)		692 85	41 10		733 95
Skinners Cove	2,822 19				2,822 19

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia—Concluded.					
South Ingonish	11,207 19				11,207 19
South Lake (Lakevale) protection work, &c.		2,017 93			2,017 93
Spanish Ship Bay			33 35		33 35
Spry Harbour wharf		748 16			748 16
Spry Bay freight shed		275 40			275 40
St. Marys River	5,496 42				5,496 42
Swims Point wharf			155 57		155 57
Sydney Harbour (Whitney Pier)		9,996 25			9,996 25
Sydney (North) N. S. Steel Co. Pier	4,763 36				4,763 36
Sydney—Dominion Coal Co. piers	3,156 07				3,156 07
Tenecape breakwater			6 90		6 90
Tiverton breakwater		400 20			400 20
Tupperville wharf		1,997 49			1,997 49
Voglers Cove wharf		1,655 98			1,655 98
Wallace Bridge wharf		948 30			948 30
Washabuck—Lower		249 99			249 99
West Arichat wharf, warehouse		145 42			145 42
West Head (Cape Sable Island)		792 05			792 05
Yarmouth Harbor Improvements	88,972 54	1,337 46			90,310 00
Generally	13,470 37			3,845 34	17,315 71
Totals, Nova Scotia	326,253 80	198,550 35	18,609 11	13,845 34	557,258 60
Prince Edward Island.					
Belle River breakwater		497 64			497 64
Brae Harbour pier			300 61		300 61
Chapel pier			596 26		596 26
Charlottetown (Marine and Fisheries wharf)	542 24				542 24
Charlottetown (Navigation Co. wharf)	1,086 52				1,086 52
Charlottetown (Asylum wharf)	1,391 37				1,391 37
Charlottetown (Peake and Queens Dock)	825 03				825 03
Georgetown	1,103 55				1,103 55
Graham's Pond, northern pier		1,003 77			1,003 77
Haggerty wharf, shed		199 53	44 19		243 72
Kier's Shors pier			46 33		46 33
Miminigash Harbour, extension of northern breakwater		1,251 16			1,251 16
Mount Stewart wharf		545 11			545 11
Naufrage Pond, protected entrance channel		13,424 10			13,424 10
New London breakwater		1,272 23			1,272 23
Pinette (Queen's Co.)	2,703 74				2,703 74
Port Hill wharf		15 95			15 95
Pownal wharf	1,882 44		320 90		2,203 34
Rustico Harbour, breakwater, north side		115 25			115 25
Rustico Harbour, breakwater, south side	195 96	234 34			430 30
Souris Harbour	1,643 45	174 39			1,817 84
Sturgeon pier		3,725 00			3,725 00
Summerside Harbour, breakwater	5,143 06	24,622 00			29,765 06
Tignish, protection pier		65 00			65 00
Vernon River pier (west side)	1,564 88	7,578 75			9,143 63
Victoria (*see* Crapaud)					
Generally	5,909 27			479 12	6,388 39
Totals, Prince Edward Island	23,991 51	54,724 22	1,308 29	479 12	80,503 14

SESSIONAL PAPER No. 19

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS—*Con.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
New Brunswick.					
Andersons Hollow wharf			239 74		239 74
Bathurst	24,931 42				24,931 42
Beaver Harbour wharf		4,844 00			4,844 00
Belas Basin (*see* Maces Bay)					
Black River wharf			111 92		111 92
Buctouche Beach		2,564 35			2,564 35
Burnt Church wharf			596 38		596 38
Campbellton wharf	5,250 91	16,144 98			21,395 89
Cape Bald breakwater pier		14,928 69			14,928 69
Cape Tormentine breakwater		4,994 02			4,994 02
Caraquet wharf	13,292 64		133 30		13,425 94
Clauston Pt. (lower Derby)	30 00				30 00
Clifton (Stonehaven) breakwater		1,031 33			1,031 33
Clifton (Kings Co.)	45 29				45 29
Cocagne wharf			275 80		275 80
Cummings Cove (Deer Island) wharf		354 99			354 99
Dalhousie harbour	31,662 13				31,662 13
Dorchester wharf		851 66			851 66
Dover (Petitcodiac River) wharfs		3,199 23			3,199 23
Gaspareaux river	4,499 60				4,499 60
Grande Anse breakwater		973 34			973 34
Great Salmon River—groyne and breakwater combined		2,947 23			2,947 23
Hampton	1,642 25				1,642 25
Harvey Bank (Dows wharf)		3,791 81	900 00		4,691 81
Heron Island wharf		2,424 45			2,424 45
Herring Cove breakwater			143 75		143 75
Jenkins Cove (Kings Co.)	1,269 60				1,269 60
Kouchibougouac, harbour improvements		3,823 72			3,823 72
Lameque wharf		2,665 34			2,665 34
Leonardville wharf	3,713 60	2,663 87			6,377 47
L'Etête wharf			189 86		189 86
Loggieville	2,156 12				2,156 12
Lorneville breakwater wharf		28,998 98			28,998 98
Lower Newcastle wharf		202 63			202 63
Maces Bay wharf		393 76			393 76
Mills Pond wharf		3,490 00			3,490 00
Miramichi bay	40,966 90				40,966 90
Miramichi River	1,248 10				1,248 10
Miramichi S.W.	2,072 43				2,072 43
Mispec breakwater		152 00			152 00
Moncton wharf		7,045 16			7,045 16
Neguac			5 00		5 00
New Mills wharf		15 22			15 22
North Head breakwater wharf (Grand Manan)		8,447 51			8,447 51
Oak Point wharf			9 59		9 59
Oromocto	28,638 23				28,638 23
Petit Rocher breakwater		413 67			413 67
Pink Rock wharf (Shepody Bay)		127 57			127 57
Pointe du Chene breakwater			5,000 71		5,000 71
Port Elgin	1,841 00				1,841 00
Quaco Harbour, extension of east pier		34,928 75			34,928 75
Richibucto wharf approach (municipality)			3,188 56		3,188 56
Richibucto Beach breakwater		13 00			13 00
Richibucto Cape		4,658 41			4,658 41
Richibucto harbour		2,488 26			2,488 26
River St. John and tributaries, improvements—					
Andover $ 208 71					
Beaver Brook 270 25					
Bérubés breakwater 191 31					

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS—*Con.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
New Brunswick—Con.					
River St. John and tributaries, improvements—*Con.*					
Blue Mountain Bend	384 12				
Cross Lake Rapid	196 50				
Emmerson's Falls	109 90				
Grand Falls	199 60				
Grand River	199 00				
Green River	169 25				
Grondins	76 35				
Guerette	201 45				
Little River	526 65				
Lower St. John, snagging	917 59				
Maugerville	9 00				
Nictau Lake	151 00				
Ottallic stream	81 25				
Serpentine River	300 76				
Sisson's Brook	100 00				
Trout River	93 50				
Turners	$ 300 00				
Tweeddales breakwater	399 78				
Wapskehegan	569 75				
Wright	296 55				
Generally	976 92				
		6,935 19			6,935 19
River St. John, half cost of contribution to local government for wharfs—					
Brown's Flat wharf	$ 998 50				
Douglas Harbour	624 70				
Queenstown high water wharf	803 75				
Waterboro low water wharf	442 50				
		2,869 45			2,869 45
River St. John, construction of wharfs—					
Barker's	$ 2,889 04				
Benton, low water wharf	1,659 34				
Chases Point	194 26				
Guimonds	61 05				
Iron Bound Cove	798 80				
Long Island	298 07				
Lower Jemseg	2,389 93				
Mather's Island	473 59				
McAllisters'	1,226 67				
McGowans (Sheffield)	29 75				
Milford	85 75				
Newcastle creek wharf	1,233 79				
Oromocto, high water	1,312 49				
Rothesay	442 83				
Scotchtown	2,888 30				
Salmon River	50 00				
The Range	1,389 22				
Young's Cove wharf	2,801 44				
Generally	4 50				
		20,228 82			20,228 82
River St. John, survey between Fredericton and Woodstock		3,356 33			3,356 33
St. Andrews wharf	11,574 87	14,982 00			26,556 87
St. George wharf		1,424 16			1,424 16
Sackville wharf		20 75			20 75
St. John Harbour, entrance	28,524 43				28,524 43
Sand Point	5,861 24	190,328 00			196,189 24
Foul ground	2,601 50				2,601 50
Beacon Bar	264,536 95				264,536 95
Ballast wharf	2,416 18	308 92			2,725 10

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work,	Dredging.	Construction and Improvement.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
New Brunswick—Con.					
St. John Harbour—*Con.*					
Partridge Island		6 75			6 75
Negro Point breakwater		20,397 63			20,397 63
Courtenay Bay, test borings		3,231 41			3,231 41
Fort Dufferin		10 00			10 00
Winterport berths	8,222 93				8,222 93
St. Louis wharf	444 58		555 37		999 95
St. Paul, (Lower Caraquet) wharf		13,817 90			13,817 90
Scotchtown			13 17		13 17
Seal Cove, breakwater-pier (Grand Manan Island)		29,546 00			25,546 00
Shampers (Kings Co.)	5,303 76				5,303 76
Shediac wharf		282 11			282 11
Shippegan Gully		3,551 98			3,551 98
Stonehaven (*see* Clifton)					
Tabucintac	2,058 45				2,058 45
Tracadie, protection works, &c		664 41			664 41
Traverse (Restigouche Co.)	6,742 13				6,742 13
Wannamakers (Kings Co.)	109 02				109 02
Welchpool (Campobello Island) wharf		18,725 45			18,725 45
Whitehead (Grand Manan) wharf		5,196 75			5,196 75
Wilson's Beach (Campobello)			141 52		141 52
Generally	13,380 37			7,670 49	21,050 86
Totals, New Brunswick	515,036 63	498,650 50	8,316 11	7,670 49	1,029,673 73
Quebec.					
Amherst (Magdalen Isd.)		1,186 68			1,186 68
Anse à la Barbe breakwater		2,360 00			2,360 00
" à Beau—fils breakwater extension		2,707 41			2,707 41
" aux Gascons wharf		1,994 91			1,994 91
" à la Louise, removal of rocks		100 30			100 30
" à l'Eau (*see* Tadousac)			182 09		182 09
" à la Grosse Roche (Saguenay)			258 58		258 58
" à l'Islot pier		2,146 01			2,146 01
" St. Jean wharf			23 30		23 30
" du Cap (Cape Cove) breakwater			75 12		75 12
Aylmer (Lake Deschesne)	2,887 70				2,887 70
Baie Lavallière	605 82				605 82
Baie St. Paul, Cap aux Corbeaux, wharf		2,894 22			2,894 22
Barachois de Malbaie pier		1,936 26			1,936 26
Batiscan (R. & O. wharf)			39 00		39 00
Beauport wharf		54 58			54 58
Berthierville	1,756 12				1,756 12
Bic (old wharf)			199 85		199 85
Bic Harbour, wharf at Pointe à Coté			50 00		50 00
Black Cape (Campbell's Beach, Bonaventure Co.)			253 87		253 87
Cacouna wharf		355 87			355 87
Cannes de Roches			28 01		28 01
Canton Fabre wharf, (Lake Temiscaming)			179 57	6 55	186 12
Cap à l'Aigle			26 96		26 96
Cap Chatte (Anse Blanche) training pier		2,031 50			2,031 50
Cap St. Ignace wharf		15,553 55			15,553 55
Caplan (McMillan's Beach			298 66		298 66
Carleton wharf		1,225 31			1,225 31
Caughnawaga	437 70				437 70
Chateau Richer wharf			3 87		3 87
Chicoutimi Harbour improvements	12,675 13	13,911 78			26,586 91
Contrecoeur wharf		45 00			45 00

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS—*Con.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—Con.					
Coteau Landing wharf			395 13		395 13
Crane Island (northside)			12 50		12 50
Doucet's Landing, pile wharf	2,272 84	1,200 00			3,472 84
Douglastown pier, addition		1,352 88			1,352 88
East Templeton wharf			18 50		18 50
Escoumains pier, extension		4,040 63			4,040 63
Fraserville (*see* R. du Loup en bas)					
Father Point wharf, repairs			993 85		993 85
Gaspé, deep water wharf		432 43			432 43
Georgeville wharf			40 45		40 45
Gatineau Point			101 55		101 55
Graham	339 97				339 97
Grande Entrée (Magdalen Isds.)		50 55			50 55
Grande Rivière de Gaspé, repairs to wharf			1,645 49		1,645 49
Grenville	688 90				688 90
Grindstone (Magdalen Isds)		1,576 29			1,576 29
Grondines wharf			20 00		20 00
Grosse Isle quar. stn., hospital wharf			2,533 68		2,533 68
Hudson wharf	1,569 30		83 03		1,652 33
Hull wharf				202 25	202 25
Iberville			16 73		16 73
Ile aux Coudres wharf			509 23		509 23
Ile aux Noix (St. John's)			111 40		111 40
Ile d'Alma (Petite Décharge)		498 03			498 03
Ile Perrot wharf, north side			342 72		342 72
Ile du Pads (Co. Berthier)	745 24				745 24
Ile Verte wharf			1,000 54		1,000 54
Ile Madame (Co. Berthier)	197 36				197 36
Jersey Cove (Co. Gaspé)			75 04		75 04
Kamouraska wharf			12 25		12 25
Lake St. John Piers, Generally				1,032 53	1,032 53
Lake Temiskamingue	2,302 94				2,302 94
Lake Témiskamingue, Long Sault dam	6,726 94				6,726 94
Lanoraie			29 08		29 08
Laprairie, ice piers		853 00	382 27		1,235 27
La Tuque, wharf on St. Maurice river		622 24			622 24
Les Eboulements			1,647 41		1,647 41
Levis, graving dock				14,776 77	14,776 77
Levis, deep water wharf, &c		350,195 93			350,195 93
Little Pabos			25 00		25 00
Little River, East			211 70		211 70
Little River, West			50 00		50 00
Lotbinière wharf		1,054 31			1,054 31
Louiseville (see Rivière du Loup en haut)					
Magog wharf			356 28		356 28
Malbaie (Gaspé), boat shelter		25 30			25 30
Maria Cape, beach protection		1,160 10			1,160 10
Maskinongé (see River Maskinongé)					
Matane breakwater		375 23			375 23
Mille Vaches, removal of boulders		501 16			501 16
Mistook wharf			1,021 81		1,021 81
Montmagny, wharf in the basin			120 35		120 35
Montmorency wharf			24 02		24 02
Moose Bay (Lake Mégantic)			80 83		80 83
Murray Bay wharf		5,453 23			5,453 23
Natashquan, breakwater pier		1,998 80			1,998 80
New Carlisle, wharf			2,988 22		2,988 22
Newport			1 50		1 50
Nicolet harbour			2,998 00		2,998 00
Norway Bay, wharf (Riv. Ottawa)		27 25			27 25
Notre Dame de la Salette	1,306 79			1,255 33	2,562 12
Notre Dame du Laus				25 00	25 00

SESSIONAL PAPER No. 19

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS—*Con.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—Con.					
Papineauville	543 30				543 30
Paspébiac, east breakwater		170 15			170 15
Perce wharf, (North Cove)			21 57		21 57
Pierreville	1,408 42		9 60		1,418 02
Piopolis (Lake Megantic)			103 19		103 19
Pointe à Brousseau, wharf		1,261 65			1,261 65
Pointe à Elie (Magdalen Isds.)		7,185 78			7,185 78
Pointe aux Trembles (en haut)		2,140 92			2,140 92
Pointe aux Trembles (Portneuf)			13 45		13 45
Pointe Fortune, wharf			590 70		590 70
Pointe Claire			150 00		150 00
Pointe à Piché, wharf (Témiskamingue)			1,208 64	5 00	1,213 64
Poltimore, wharf			9 17		9 17
Port Daniel, wharf			2,497 49		2,497 49
Port Daniel, centre			99 98		99 98
Quebec Harbour					
" Louise Basin	1,635 04	6,351 36			7,986 40
" Rivière St. Charles, estuary	1,024 98	261,833 48			262,858 46
Repentigny, wharf		350 59			350 59
Rigaud, wharf	5,222 80	1,495 58	16 50		6,734 88
Rimouski, wharf	4,278 70	7,336 09		891 46	12,506 25
Rivière à la Pipe		1,667 50			1,667 50
Rivière Batiscan	5,873 80				5,873 80
Rivière Blanche, wharf extension		6,970 90			6,970 90
Rivière Bonaventure, training-pier		8,350 07			8,350 07
Rivière Caplan, protection piers			519 55		519 55
Rivière du Lièvre, lock	2,613 60		1,612 88	1,805 77	6,032 25
Rivière des Bergeronnes		811 54			811 54
Rivière du Loup (Fraserville)	7,462 35		5,929 96		13,392 31
Rivière du Loup (Louiseville)	6,932 09		4 80		6,936 89
Rivière du Sud, retaining wall		1,547 55			1,547 55
Rivière Godefroy			4 00		4 00
" l'Assomption	4,570 59		150 00		4,720 59
Rivière Ottawa—					
Storage Dams—					
Rivière Kippewa, dam. $17,762 22					
Rivière Témiskamingue, dam 35,824 25					
Rivière Quinze Rapids, investigation 10,983 23					
Water sheds generally 372 85					
		64,942 55			64,942 55
Rivière Mistassini (Lake St. John)			3 25		3 25
" Ouelle wharf		3,954 49			3,954 49
" Richelieu, improvements	21,674 96	36,145 37		2,248 88	60,069 21
" Richelieu, St. Denis wharf		2,779 77			2,779 77
" Saguenay	27,736 71				27,736 71
" St. Charles (*see* Quebec Harbour)					
" St. Francis (St. François du Lac)	4,832 12	4,195 15			9,027 27
" St. Jacques (*see* Laprairie)					
Rivière St. Louis, improvements	6,333 82				6,333 82
" St. Louis, head gate				110 00	110 00
" St. Maurice, channel between Grandes Piles and La Tuque	15,721 06				15,721 06
" St. Maurice (mouth)	459 00				459 00
Roberval (Lake St. John)	4,920 04				4,920 04
Ruisseau à Sem, removal of boulders		400 00			400 00
St. Alexis Baie des Ha Ha, wharf			313 59		313 59
St. Alphonse de Bagotville, addition to wharf (south side)		21,091 36			21,091 36
St. André de Kamouraska			7 15		7 15
Ste. Anne du Saguenay, wharf			2,498 97		2,498 97
" des Monts, harbour improvements	508 48	2,652 91			3,161 39

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS.—*Con.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—Con.					
St. Charles de Borromée		439 44			439 44
" de Caplan			150 00		150 00
" de Limoilou			240 00		240 00
Ste. Croix			43 66		43 66
St. Denis (*see* River Richelieu)					
St. Eloi (River à la Loupe) wharf		999 15			999 15
Ste. Famille d'Orléans		262 57			262 57
St. François d'Orleans, wharf		1,038 00			1,038 00
Ste. Emélie (Leclercville)			140 59		140 59
St. Fulgence wharf		1,017 55			1,017 55
St. Gédéon wharf			299 90		299 90
St. Ignace de Loyola wharf		999 37			999 37
St. Irénée wharf			26 89		26 89
St. Hilaire wharf (River Richelieu)		1,113 29			1,113 29
St. Jean des Chaillons	170 04	1,752 78			1,922 82
St. Jean d'Orléans wharf			89 89		89 89
St. Joseph Letellier wharf, 7 Islands		1,998 44			1,998 44
St. Jerome wharf			25 26		25 26
St. Laurent d'Orleans wharf			124 50		124 50
St. Liguori ice breaker		1,207 50			1,207 50
St. Mathias, approach to wharf		31 60			31 60
St. Michael de Bellechasse wharf	4,169 60		17 00		4,186 60
St. Michel Yamaska (*see* Yamaska)					
St. Nicholas wharf			2,849 39		2,849 39
St. Omer, landing pier		190 00			190 00
St. Pierre les Becquets	7,486 12				7,486 12
St. Placide	7,977 84				7,977 84
St. Siméon wharf			2,044 74		2,044 74
St. Sulpice wharf		1,169 75			1,169 75
St. Zotique wharf		245 61			245 61
Sault au Mouton			495 29		495 29
Sabrevois			280 24		280 24
Sandy Bay			395 66		395 66
Sorel (Ste. Anne)			686 30		686 30
Sorel harbour	224 21	72,950 73	30 85		73,205 79
Tadousac wharf		1,342 67			1,342 67
Varennes wharf		440 00			440 00
Vaudreuil	2,690 63				2,690 63
Vercheres wharf		339 99			339 99
Verdun	11,164 44		10 00		11,174 44
Ville Marie wharf (Témiskamingue)	861 93		123 02		984 95
Yamachiche	4,474 17		39 00		4,513 17
Yamaska lock and dam			592 79	1,739 64	2,332 43
Yamaska river	5,455 50				5,455 50
Yamaska, St. Michel landing pier		5,172 89			5,172 89
Generally	52,588 84			27,126 25	79,715 09
Totals, Quebec	254,627 93	956,266 86	43,936 85	51,225 43	1,306,057 07
Ontario.					
Amherstburg wharf		486 63			486 63
Arnprior wharf		4,905 97			4,905 97
Barrie wharf			25 00		25 00
Belle river pier			246 35		246 35
Belleville harbour	300 00				300 00
Bewdley wharf		1,244 68			1,244 68
Black Rapids (Rideau River)	1,040 63				1,040 63
Blanche River, improvements		5,941 01			5,941 01
Blind River, reconstruction of wharf, &c.		3,861 64			3,861 64
Bowmanville harbour	2,609 75				2,609 75
Bruce Mines pier, repairs			127 10		127 10

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ontario—Con.					
Burks Falls, wharf improvements		441 03			441 03
Burleigh Falls, wharf repairs			545 70		545 70
Burlington channel, piers		38,851 84	142 09	2,483 43	41,477 36
Cape Croker wharf		1,408 34			1,408 34
Cobourg harbour	10,349 22	49,650 43			59,999 65
Collingwood harbour	91 00				91 00
Collingwood, graving dock				15,000 00	15,000 00
Cumberland wharf			22 35		22 53
Detroit river, protection of east bk'water		1,000 00			1,000 00
Dyer Bay wharf	17 54				17 54
Fort William (Kaministiquia River)	734,141 84	95,636 34			829,778 18
Frenchman's Bay (Co. Ontario)	1,151 41				1,151 41
Goderich Harbour, repairs to piers	15,405 10		5,020 57		20,425 67
Grand Bend, reconstruction of approach		1,630 17			1,630 17
Gravenhurst (Lake Muskoka) wharf		64 43			64 43
Haileybury (Lake Témiskamingue) wharf			149 15	145 30	294 45
Hamilton harbour	2,007 89				2,007 89
Hawkestone wharf			62 16		62 16
Hawkesbury (Ottawa River)	2,136 04				2,136 04
Hilton (St. Joseph's Isd.) wharf			1,797 03		1,797 03
Hogg's Back (Rideau Canal)	389 52				389 52
Huntsville wharf			53 00		53 00
Kincardine harbour	4,180 00		999 63		5,179 63
Kingston harbour	3,292 19				3,292 19
Kingston, graving dock				7,222 64	7,222 64
Kingsville harbour	2,140 95				2,140 95
Lake Nipissing, roller dams at outlets		5,407 82			5,407 82
Lancaster wharf			996 54		996 54
Leamington wharf			455 59		455 59
Lion's Head wharf		2,256 00			2,256 00
Little Current (northern channel)	68,618 61				68,618 61
L'Orignal (Ottawa River)	332 52	2,054 44			2,386 96
Mallorytown, wharf repairs			2,861 92		2,861 92
Matchedash Bay (Fesserton and Waubashene channel)	14,810 17				14,810 17
McGregor's Creek, bank protection works at Chatham			6,996 50		6,996 50
Michipicoten wharf (Lake Superior)			10 00		10 00
Midland harbour improvements (Tiffin elevator)	147,548 16				147,548 16
Montreal River (Latchford dam)		2,565 85			2,565 85
Napanee harbour	2,990 25				2,990 25
Newcastle harbour	105 11				105 11
New Edinburg (Ottawa River)	1,455 34				1,455 34
New Liskeard (Lake Temiskamingue)	1,892 32				1,892 32
Niagara-on-the-Lake	5,340 17				5,540 17
Nipigon River	234 86				231 86
Oshawa, repairs to sheds in harbour			583 28		583 28
Owen Sound harbour	750 00		50 00		800 00
Pelee Island, western dock		5,444 86			5,444 86
" north dock	5,350 53		34 00		5,384 53
Pembroke wharf			280 39		280 39
Penetanguishene, repairs to wharf			685 20		685 20
Point Edward (St. Clair River)	14,998 52				14,998 52
Port Arthur harbour	86,783 51	108,437 75			195,221 26
Port Bruce pier			399 56		399 56
Port Burwell harbour	20,853 51		1,038 51		21,892 02
Port Colborne harbour	103 50		346 45		449 95
Port Findlay, wharf repairs			1,213 79		1,213 79
Port Hope harbour	5,940 87		3,112 16		9,053 03
Port Rowan wharf			499 27		499 27
Portsmouth breakwater repairs			535 95		535 95
Port Stanley harbour	4,332 09	35,933 88			40,265 97

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ontario—Concluded.					
Port Stanley groynes on east side of harbour entrance		7,226 19			7,226 19
Providence Bay, wharf		200 00	306 53		506 53
Rainy River (mouth)	350 15				350 15
Rastoule Bay (Lake Nipissing)	716 11				716 11
Richard's Landing, St. Joseph's Island, repairs to pier			1,700 60		1,700 60
River Otonabee, wharf at Peterboro	894 00	653 55			1,547 55
River Thames, wharf at mouth		820 75			820 75
River St. Lawrence, Thousand Islands (Pavilions)		655 00			655 00
River St. Lawrence, between Kingston and Brockville	15,916 53				15,916 53
Roche's Point wharf		146 42			146 42
Rockland (River Ottawa)	1,129 06				1,129 06
Rondeau harbour	11,550 99	24,616 64			36,167 63
Roseneath (Rice Lake) wharf			25 00		25 00
Rosseau wharf			464 92		464 92
Saugeen River, piers at mouth, repairs			498 54		498 54
Sault Ste. Marie, wharf	69,443 01				69,443 04
Severn River, Washago			39 98		39 98
Sheguindah wharf			500 39		500 39
Silver Centre (Lake Temiskamingue) wharf		3,905 94		10 95	3,916 89
Southampton, extension and repairs to town dock		5,723 33	341 67		6,065 00
South Nation River, improvements		2,756 66			2,756 66
South River (see Nipissing village.)					
Sturgeon Falls	1,951 28				1,951 28
" River	3,014 40				3,014 40
Sydenham River (Chenal Ecarté)	1,580 56		27 00		1,607 56
Telegraph and Nigger Islands (near Trenton)	17,678 80				17,678 80
Thessalon harbour	5,346 50		736 17		6,082 67
Tiffin Harbour improvements (see Midland harbour improvements)					
Tobermory harbour		2,211 98			2,211 98
Toronto, harbour improvements	174,011 54	104,675 84			278,687 38
Treadwell wharf			54 27		54 27
Victoria harbour	185,688 35				185,688 35
Wallaceburg (Sydenham river)	4,722 94				4,722 94
Washago (see Severn river)					
Wendover, ice-breaking pier		1,663 61			1,663 61
Whitby harbour	5,212 42		177 52		5,389 94
Wingfield basin	14,814 15				14,814 15
Generally	31,318 84			12,073 12	43,391 96
Totals, Ontario	1,707,032 78	522,479 02	34,161 83	36,935 44	2,300,609 07
Manitoba.					
Brokenhead	3,552 35				3,552 35
Grand Marais	759 10				759 10
Gypsumville	410 10				410 10
Icelandic river	1,851 95				1,851 95
Mossy river (Winnipegosis)	1,064 34				1,064 34
Mossy river (Lake Dauphin)	3,423 30		20 95		3,444 25
Oak Point (Lake Manitoba)	2,030 30				2,030 30
Red river (at mouth)		1,022 84			1,022 84
Red river, St. Andrew's Rapids	7,187 79	599,995 39			607,183 18
St. Laurent, protection works		513 30			513 30
Selkirk wharf	1,120 50	375 00			1,495 50
Siglunes	920 61				920 61
Swan Creek	758 69				758 69

SESSIONAL PAPER No. 19

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Manitoba—Con.					
White Mud river (mouth)	781 82				781 82
Winnipeg, Beach harbour, pier		45 60			45 60
Generally	153 46			2,891 27	3,044 73
Totals, Manitoba	24,014 31	601,952 13	20 95	2,891 27	628,878 66
Saskatchewan, Alberta and Northwest Territories.					
Last Mountain lake		73,785 24			73,785 24
Lesser Slave river, improvements		10,128 04			10,128 04
North Saskatchewan river, opposite Prince Albert	2,131 34	2,869 47			5,000 81
Generally				3,636 33	3,636 33
Totals, Saskatchewan, Alberta and Northwest Territories	2,131 34	86,782 75		3,636 33	92,550 42
British Columbia.					
Columbia River—					
Above Golden, $5,233.22, at Revelstoke, $14,445.92	19,679 14				19,679 14
Coquitlam River	1,484 57				1,484 57
Esquimalt, graving dock				15,100 35	15,100 35
Fort George Canyon	2,597 56				2,597 56
Fraser River, improvements	68,175 94	22,965 51	1,999 75		93,141 20
Ladysmith, wharf repairs			1,962 16		1,962 16
Naas River	2,768 21				2,768 21
Nanaimo harbour	5,262 05				5,262 05
Okanagan River, channel between Okanagan Lake and Dog Lake	9,324 36				9,324 36
Skeena River, improvements	6,962 33				6,962 33
Thompson River, improvements	8,069 92				8,069 92
Union Bay wharf		3,994 69			3,994 69
Vancouver harbour	4,618 79				4,618 79
Victoria harbour	57,374 32				57,374 32
Williams Head, quarantine station		4,985 20			4,985 20
Generally	607 40			5,043 11	5,650 51
Totals, British Columbia	186,921 59	31,945 40	3,961 91	20,143 46	242,975 36
Yukon Territory.					
Lewis and Yukon rivers, improvements		2,186 70			2,186 70
Harbours and Rivers Generally.					
General expenses of staff, &c.	2,113 72			6,553 73	8,667 45
Salaries of district engineers, assistants, &c.				157,030 15	157,030 15
Totals, harbours and rivers generally	2,113 72			163,583 88	165,697 60
DREDGES AND DREDGING PLANT.					
Maritime Provinces		47,431 97	73,534 36		120,966 33
Ontario and Quebec		185,212 69	98,052 02		283,264 71
Manitoba		40,202 83	3,793 55		43,996 38
Saskatchewan and Alberta		7,067 43			7,067 43
British Columbia		140,231 01	31,287 71		171,518 72
Totals, dredges and dredging plant		420,145 93	206,667 64		626,813 57

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
SLIDES AND BOOMS.	$ cts.	$ cts.	$ cts.	$ cts.
Richelieu River (Belœil)			120 00	120 00
River Sagnenay	5,040 50	962 71	5,265 63	11,268 84
River St. Maurice	27,241 56		62,706 09	89,947 65
Ottawa District—				
Black River		1,413 11		1,413 11
Coulonge River		1,552 49		1,552 49
Dumoine River		673 01		673 01
Gatineau River	22 00	926 10		948 10
Madawaska River		412 35		412 35
Ottawa River		2,202 05	22,330 97	24,533 02
Petawawa River		5,399 72		5,399 72
Rivière du Lièvre		22 71	7 70	30 41
Newcastle district		366 77	150 00	516 77
Spanish River		45 26		45 26
North Saskatchewan River, log and storage works	19,967 05			19,967 05
Collection of slides and boom dues			2,736 86	2,736 86
Totals, slides and booms	52,271 11	13,976 28	93,317 25	159,564 64
ROADS AND BRIDGES.				
Interprovincial bridge, Metapedia	14,537 98			14,537 98
Des Joachims bridge, Ottawa River		387 97		387 97
Chapeau bridge		983 65		983 65
Portage du Fort		458 35		458 35
Ottawa City bridges and streets, maintained by Government—				
Chaudière bridges and approaches		2,263 37		2,263 37
Sappers, Dufferin bridges and Wellington street			6,854 51	6,854 51
Lighting all the above			1,518 50	1,518 50
Belleville and Prince Edward bridges		75 95		75 95
York bridge (Grand River)		1,823 32		1,823 32
Northwest provinces and British Columbia—				
Bow River and Spray River bridges		678 26		678 26
Edmonton bridge		1,152 75		1,152 75
Totals, roads and bridges	14,537 98	7,823 62	8,373 01	30,734 61

SESSIONAL PAPER No. 19

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
TELEGRAPH LINES.	$ cts.	$ cts.	$ cts.	$ cts.
Newfoundland.				
Cape Ray (subsidy)			250 00	250 00
Nova Scotia.				
Cape Breton lines	3,334 59		21,349 94	24,684 53
Prince Edward Island.				
Prince Edward Island and Mainland (subsidy)			6,946 66	6,946 66
New Brunswick.				
Bay of Fundy line			2,387 98	2,387 98
Escuminac line			676 23	676 23
Quebec (Mainland).				
Baie St. Paul St. Placide line			56 63	56 63
Father Point (subsidy)			500 00	500 00
North Shore of St. Lawrence, east of Bersimis			24,302 51	24,302 51
North Shore of St. Lawrence, west of Bersimis	50 50		16,984 59	17,035 09
Quebec Islands.				
Anticosti line			7,038 15	7,038 15
Grosse Ile, cable and wire line	1,784 40		3,619 63	5,404 03
Isle aux Coudres, subsidy			366 00	366 00
Isle aux Grues			5 00	5 00
Isle St. Paul			100 00	100 00
Magdalen Islands line			4,830 48	4,830 48
Cable ship *Turian*			47,674 94	47,674 94
Generally, Gulf and Maritime Provinces			5,195 88	5,195 88
Ontario.				
Pelee Island			488 30	488 30
Saskatchewan and Alberta.				
Qu'Appelle-Edmonton-Athabasca	12,144 81		38,179 37	50,324 18
British Columbia and Yukon.				
Alberni-Cape Beale			1,787 30	1,787 30
Alberni-Clayoquot			4,773 39	4,773 39
Ashcroft-Dawson			199,988 24	199,988 24
Campbell River line	85 00			85 00
Denman and Hornby Islands line			10 66	10 66
Golden-Windermere			2,359 45	2,359 45
Kamloops-Okanagan	5,119 63		10,270 68	15,390 31
Nanaimo-Comox			6,219 91	6,219 91
Nanaimo-Gabriola Island			1,115 31	1,115 31
Prince Rupert-Port Simpson line	3,236 66			3,236 66
Vancouver Salt Spring-Pender Island line	228 15		1,111 31	1,339 46
Victoria-Cape Beale			10,567 50	10,567 50
Generally, British Columbia			1,725 46	1,725 46
Telegraph Service, generally			1,784 46	1,784 46
Total, Telegraphs	25,983 74		422,665 96	448,649 70

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Miscellaneous.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
Surveys and Inspections.	$ cts.	$ cts.	$ cts.	$ cts.
Survey of Richelieu Yamaska rivers	23,763 80			23,763 80
" Georgian Bay to Montreal waterway			18,266 74	18,266 74
" Maritime Provinces			17,981 19	
" Quebec			29,342 03	
" Ontario			16,681 24	
" Manitoba			1,813 47	
" Saskatchewan and Alberta			4,277 43	
" British Columbia			7,542 80	
" Generally			3,986 78	
				81,624 94
Technical and other books of reference			288 84	288 84
International waterways commission			26,344 03	26,344 03
International commission, River St. John, N.B			10,374 42	10,374 42
Brantford monument, telephone	5,000 00			5,000 00
Monument to the memory of the late Thos. D'Arcy McGee	824 88			824 88
Monument to the memory of the late Hon. George Brown	824 87			824 87
Gratuity to the widow of the late George Esdale			137 25	137 25
" widow of the late François Breton			250 00	250 00
" widow of the late John Irwin			66 67	66 67
" daughter of the late J. Sinclair			125 00	125 00
Compensation to F. X. Lefebvre			126 38	126 38
" Mrs. Ebenezer Buell			800 00	800 00
" the widow of the late Douglas Lamb			1,000 00	1,000 00
" the widow of the late Edouard Blanchard			500 00	500 00
" C. C. Worsfold			116 75	116 75
" George Turner			233 00	233 00
" Albert J. Hill			77 25	77 25
" D. C. Tuck			28 50	28 50
" C. N. Macdonald			351 50	351 50
" T. W. P. Patterson			500 00	500 00
Totals, miscellaneous	30,413 55		141,211 27	171,624 82

PART II.—STATEMENT A.—EXPENDITURE—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs and Furniture.	Staff and Maintenance.	Total.
RECAPITULATION.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Totals, Public Buildings—					
Nova Scotia		79,869 22	13,640 40	50,745 00	144,254 62
Prince Edward Island		6,323 55	1,451 59	9,194 51	16,969 65
New Brunswick		18,307 24	8,266 83	45,829 45	72,403 52
Quebec		392,984 02	41,050 64	164,509 60	598,544 26
Ontario		894,791 71	290,365 41	584,608 85	1,769,765 97
Manitoba		192,288 16	14,587 97	55,038 17	261,914 30
Saskatchewan and Alberta		218,064 40	20,158 68	61,408 50	299,631 58
British Columbia		141,958 19	14,877 89	45,348 25	202,184 33
Yukon Territory		10,580 13		79,974 76	90,554 89
Public Buildings, generally				42,364 48	42,364 48
Totals, Harbours, Rivers, &c.					
Nova Scotia	326,253 80	198,550 35	18,609 11	13,845 34	557,258 60
Prince Edward Island	23,991 51	54,724 22	1,308 29	479 12	80,503 14
New Brunswick	515,076 63	498,650 50	8,316 11	7,670 49	1,029,673 73
Quebec	254,627 93	956,266 86	43,936 85	51,225 43	1,306,057 07
Ontario	1,707,032 78	522,479 02	34,161 83	36,935 44	2,300,609 07
Manitoba	24,014 31	601,952 13	20 95	2,891 27	628,878 66
Saskatchewan and Alberta	2,131 34	86,782 75		3,636 33	92,550 42
British Columbia	186,924 59	31,945 40	3,961 91	20,143 46	242,975 36
Yukon Territory		2,186 70			2,186 70
Harbours and Rivers, generally	2,113 72			163,583 88	165,697 60
Totals, dredges and dredging plant		420,145 93	206,667 64		626,813 57
" slides and booms		52 271 11	13,976 28	93,317 25	159,564 64
" roads and bridges		14,537 98	7,823 62	8,373 01	30,734 61
" telegraph lines		25,983 74		422,665 96	448,649 70
" miscellaneous		30,413 55		141,211 27	171,624 82
Grand totals of expenditure	3,042,126 61	5,452,056 86	743,182 00	2,104,999 82	11,342,365 29

PART II.—STATEMENT B.—SHOWING the Cost of the following Service for each Public Building, &c., (the total for each Province being carried into statement 'A').

Name of Building.	Rents.	Salaries of and Supplies for Engineers.	Heating.	Lighting.	Water.	Total.
Nova Scotia.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Amherst post office, &c.		463 36	320 99	881 22	96 00	1,761 57
Annapolis post office, &c.		412 11	235 01	183 75	50 00	880 87
Antigonish post office, &c		452 61	173 82	259 83	30 00	916 26
Arichat post office, &c.		151 25	186 25	17 41		354 91
Baddeck post office, &c.		272 42	190 00	56 65		519 07
Bridgewater post office		425 01	61 00	228 06	63 04	777 11
Canso post office		467 74	359 00	268 00		1,094 74
Dartmouth post office, &c		262 66	105 62	204 17	30 00	602 45
Digby post office, &c.		438 83	208 58	621 54	64 00	1,332 95
Glace Bay post office		411 40	111 00	4 95	24 50	551 85
Guysboro' post office, &c.		54 99	162 50	163 80		381 29
Halifax Asst. Receiver General's Office	1,210 00		70 55	126 48		1,407 03
" Appraiser's Office, (Exam. W. H.)	750 00	776 50	258 84	83 47		1,868 81
" custom house (new)	28 20	3,337 23	761 53	4,810 97		8,937 93
" Dominion building (post office)		2,190 25	226 70	88 80		2,505 75
" drill shed		1,200 00				1,200 00
" immigrant shed		660 00	905 73	1,730 13		3,295 86
" immigration detention building (Trachoma)			360 97	247 35		608 32
Inverness post office, &c.		422 88	255 77	445 65	45 00	1,169 30
Kentville post office, &c.		423 14	232 75	292 00	50 00	997 89
Liverpool post office, &c.		417 83	139 90	249 79	18 00	825 52
Lunenburg post office, &c.		418 25	208 75	329 23	59 00	1,015 23
New Glasgow post office, &c.		454 23	267 71	864 04	100 00	1,685 98
North Sydney post office, &c.		399 96	253 00	1,169 93	40 00	1,862 89
" engineer's office	55 00					55 00
Picton custom house			225 12	71 63	100 00	396 75
" post office		623 43	216 19	712 60	100 00	1,652 22
Shelburne post office		33 33	142 22			175 55
Springhill post office, &c.		466 08	383 90	574 51	30 00	1,454 49
Sydney post office		697 41	255 88	2,065 37	58 00	3,076 66
Sydney Mines post office, &c		412 49	193 00	942 08	30 00	1,577 57
Truro post office, &c.		435 28	286 63	580 09	30 00	1,332 00
Westville post office, &c.		305 54	114 54	250 95	22 50	693 53
Windsor post office, &c.		399 96	281 92	313 70	100 00	1,095 58
Yarmouth post office, &c.		455 56	336 00	1,498 81	72 00	2,362 37
Total for Nova Scotia	2,043 20	18,341 73	8,491 37	20,336 96	1,212 04	50,425 30
Prince Edward Island.						
Charlottetown Dominion building		2,597 51	975 34	2,258 01	225 00	6,055 86
" experimental farm			15 22	14 45		29 67
" engineer's office	294 00					294 00
Georgetown post office, &c.	104 00	117 17	103 40	19 86		344 43
Montague post office, &c.		177 05	185 49	89 85		452 39
Souris post office, &c.		364 35	324 18	109 51		798 04
Summerside post office, &c.		426 94	427 59	311 59	54 00	1,220 12
Total for Prince Edward Island.	398 00	3,683 02	2,031 22	2,803 27	279 00	9,194 51
New Brunswick.						
Bathurst post office, &c.		456 96	306 80	1,702 33		2,466 09
Campbellton post office, &c.		420 68	238 02	299 30	43 00	1,001 00
Carleton, St. John West, post office, &c.		399 96	145 21	117 92	10 50	673 59
Chatham post office, &c.		321 35	298 45	559 09	25 00	1,203 89
Dalhousie post office, &c.		407 52	236 00	41 52	32 50	717 54
Fredericton post office, &c.		423 96	256 75	1,333 97	55 50	2,070 18
Grand Falls post office	120 00					120 00
Marysville post office, &c.		150 00	161 24	53 06		364 30
Moncton post office, &c		476 30	311 50	781 69	167 50	1,736 99

PART II.—STATEMENT B.—EXPENDITURE—*Continued.*

Name of Building.	Rents.	Salaries of and Supplies for Engineers	Heating.	Lighting.	Water.	Total.
New Brunswick—Concluded.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Newcastle post office, &c		407 86	320 13	454 35	35 00	1,217 34
Richibucto post office, &c		419 71	302 08	411 37		1,133 16
St. John custom house	63 25	2,579 56	1,887 95	732 89	2,439 94	7,703 59
" cattle quarantine		337 00			448 95	785 95
" Canadian Bk of C., engineer's	307 50					307 50
" detention hospital	2,298 04	888 75	234 53	104 12	181 50	3,706 94
" immigrant building	1,052 66	1,219 00	1,079 06	330 27	181 34	3,862 33
" post office	10 00	2,689 15	763 30	3,093 94	2,178 64	8,735 03
" savings bank		0 15	286 22	93 24	37 83	417 44
" Partridge Island					765 49	765 49
Tracadie Lazaretto		720 00	1,640 66			2,360 66
St. Stephen post office, &c		629 02	170 75	765 60	80 00	1,645 37
Sussex post office, &c		328 59	381 25	143 93	50 00	903 77
Woodstock post office, &c		510 18	311 32	692 80	17 00	1,531 30
" drill hall		400 00				400 00
Total for New Brunswick	3,851 45	14,185 70	9,331 22	11,711 39	6,749 69	45,829 45
Quebec.						
Acton Vale post office		418 76	23 75	400 00	24 00	866 51
Aylmer post office		118 95	279 32	302 04	41 25	741 56
Berthierville post office		6 67	72 00	115 55	30 25	224 47
Black Lake post office	56 00					56 00
Buckingham post office		130 65	195 11	192 45	37 20	555 41
Chicoutimi post office, &c		551 60	344 88	506 50	375 00	1,777 98
" telegraph supt.'s office	90 00					90 00
Coaticook post office, &c		417 36	258 75	329 28	50 00	1,055 39
Cookshire post office		150 52	149 37	19 13		319 02
Drummondville post office		425 93	142 98	140 20	22 00	731 11
Dundee custom house		33 85	12 50			46 35
Father Point engineer's office	30 00					30 00
Fraserville post office, &c		467 25	566 80	196 36	200 00	1,430 41
Granby post office, &c		307 53	220 40	124 84	150 00	802 77
Hochelaga post office		203 22	196 95	214 80	68 87	683 84
Iberville post office, &c		480 00	86 40	132 53	24 00	722 93
Hull post office		154 25	249 45	469 15	244 65	1,117 50
Isle Verte engineer's office	49 00					49 00
Joliette post office		416 77	255 55	138 00	108 00	918 32
Knowlton post office		138 42	244 21	123 50	12 00	518 13
Lachine post office		120 16	168 20	240 05	28 68	557 09
Lachute post office		399 43	109 08	410 63		919 14
Laprairie post office		157 08	184 24	29 12	45 00	415 44
L'Assomption post office		265 00	205 97	195 62	50 00	716 59
Lévis post office, &c		482 83	620 94	537 49	292 50	1,933 76
Marieville post office		6 00				6 00
Longueuil post office		341 10	102 25	151 81	41 14	636 30
Magog post office		315 12	178 71	100 00	26 17	620 00
Montmagny post office		425 12	181 50	305 34	50 00	961 96
" engineer's office	62 50					62 50
Montreal civil service exam. office						
" Board of Trade R.R. Com'rs	230 00			8 33	13 00	251 33
" custom house	35 00	5,768 64	1,264 19	1,138 01	346 35	8,552 19
" " Commissioner st				79 50		79 50
" Dominion public buildings	17 50	161 11		110 00		288 61
" customs, Colborne st				11 90	3 88	15 78
" drill hall		914 70				914 70
" engineer's office, Merchants' Bank Building	1,136 50				35 89	1,172 39
" clerk of works' office	196 00				11 06	207 06
" examining warehouse	55 00	13,114 16	1,245 96	3,979 39	1,223 75	19,618 26

PART II.—STATEMENT B.—EXPENDITURE—*Continued.*

Name of Building.	Rents.	Salaries of and Supplies for Engineers.	Heating.	Lighting.	Water.	Total.
Quebec—Concluded.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Montreal express customs, D'Youville st		1,547 45	694 55	657 47	36 92	2,936 39
" immigration office	1,538 25	5 75	372 12	207 79	159 32	2,283 23
" inland revenue office		871 36	300 62	200 67	99 97	1,472 62
" military stores	1,000 00					1,000 00
" post office (Main)	137 06	21,082 10	4,901 55	18,867 98	1,304 30	46,292 99
" Station A (Wellington st.)		32 40	1 15	17 40		50 95
" Station B (St. Catherine st.)		1,336 58	416 29	1,056 26	262 93	3,072 06
" other rented branches, sorting rooms, &c	4,809 66	536 97	178 38	1,226 31	130 21	6,881 53
Nicolet post office		523 36	199 79	33 56	61 00	817 71
Nonimingue immigrant building		300 00	162 00	19 22		481 22
Plessisville post office		10 00	187 50			197 50
Peribonka immigrant building		300 40	82 50	3 48		386 38
Pierreville post office		16 00	108 75	9 60		134 35
Quebec citadel buildings	34 00	547 50	603 58	153 45		1,338 53
" culler' office		540 00	301 13	1 25		842 38
" custom house		630 75	762 30	91 13		1,484 18
" engineer's office	181 50	55 50				237 00
" examining warehouse		1,640 12	544 49	304 09	450 00	2,938 70
" immigration building	227 50		407 34	2,159 77		2,794 61
" observatory				97 20	50 00	147 20
" post office	91 50	4,303 01	726 72	1,529 67	750 00	7,400 90
" " St. Roch's			47 63	50 87		98 50
" Queen's wharf building (Marine, signal service, cullers, gas inspection, weights and measures)	503 33		505 71	16 86	750 00	1,775 90
" post office St. Sauveur	400 00	132 50			24 50	557 00
" trachoma hospital			340 45	341 84		682 29
Richelieu River, engineer's office				7 50		7 50
Richmond post office, &c		459 63	414 10	423 48	25 00	1,322 21
Rimouski post office, &c		158 00	393 43	243 14	75 00	869 57
" engineer's office	15 00					15 00
Roberval immigration shed		300 00	552 10	219 22	26 00	1,097 32
Sherbrooke post office, &c		681 70	512 28	552 98	50 00	1,796 96
Sorel post office, &c		571 65	424 28	1,003 22	250 00	2,249 15
Ste. Anne de Bellevue post office	100 00					100 00
St. Eustache post office, &c				70 08		70 08
St. Gabriel de Brandon post office	200 00		45 00	27 00		272 00
St. Henri Post Office, &c		14 50	116 11	61 40	30 80	222 81
St. Hyacinthe post office, &c		633 14	165 29	531 92	225 00	1,555 35
" inland revenue office		412 71	169 04	49 51	150 00	781 26
" drill hall		400 00				400 00
St. Johns post office, &c		241 62	250 65	162 35	50 00	704 62
St. Jerome post office, &c		407 71	302 90	208 13	54 00	972 74
Old post office St. John's custom house		369 58	120 47	155 65	75 00	720 70
St. Louis du Mile End post office		637 96	226 29	267 36	42 66	1,174 27
Terrebonne post office, &c		327 51	143 76	188 24	30 00	689 51
Thetford Mines post office, &c		162 49	213 27	283 46	13 00	672 22
Three Rivers drill hall		400 00		50 00		450 00
" clerk of works office	50 00					50 00
" custom house		65 30				65 30
" engineer's office	146 00					146 00
" post office		754 05	83 00	732 75	55 64	1,625 44
" inland revenue	329 00					329 00
Valleyfield post office, &c		436 99	365 27	135 58	90 00	1,027 84
Victoriaville post office, &c	1 00	129 50	700 09	256 37	50 00	1,136 96
West Farnham post office		310 10	105 70	131 97	20 00	567 77
Total for Quebec	11,721 30	69,178 07	24,707 04	43,508 70	8,945 89	158,061 00

PART II.—STATEMENT B.—EXPENDITURE—*Continued.*

Name of Building.	Rents.	Salaries of and Supplies for Engineers.	Heating.	Lighting.	Water.	Total.
Ontario.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Alexandria post office, &c.		499 92	225 11	202 78	10 50	938 31
Almonte post office, &c.		424 87	253 16	125 87	82 50	886 40
Amherstburg post office, &c.		418 86	200 50	210 55	35 00	864 91
Arnprior post office, &c.		492 94	363 20	805 06	32 41	1,693 61
Barrie post office, &c.		422 15	215 25	426 56	50 00	1,113 96
Belleville post office, &c.		686 62	646 20	2,241 78	83 25	3,657 85
Berlin post office, &c.		449 96	385 36	515 73	27 87	1,378 92
Bowmanville post office, &c.		399 96	182 25	118 45	10 00	710 66
Brampton post office, &c.		432 36	222 46	302 95	34 20	991 97
Brantford post office, &c.		627 95	474 20	507 00	38 00	1,647 15
Bridgeburg post office, &c		321 48	186 00	83 43	20 00	610 91
Brockville post office, &c		587 17	425 22	634 10	170 00	1,816 49
Carleton Place post office, &c.		312 25	163 35	189 08		664 68
Cayuga post office, &c.		65 92	42 43	151 62	2 25	262 22
Chatham drill hall		400 00				400 00
" post office, &c		564 57	241 55	161 33	14 50	981 95
Clinton post office, &c		210 77	234 60	335 63	2 50	783 50
Cobourg post office, &c.		426 88	287 25	749 50	56 88	1,520 51
Cornwall post office, &c		493 71	278 50	1,072 65	112 50	1,957 36
Deseronto post office, &c		450 51	276 00	675 14	39 00	1,440 65
Dundas post office	500 00	49 92	133 00	80 00		762 92
Fort William post office		477 75	474 25	402 05	90 00	1,444 05
" engineer's office	480 00					480 00
Galt post office, &c.		425 04	221 90	86 00	52 71	785 65
Gananoque custom house			159 60	105 00	39 62	304 22
" post office		18 69	109 95	141 00	29 16	298 80
Glencoe post office			162 65			162 65
Goderich post office, &c		414 21	260 09	273 14	60 00	1,007 44
Guelph post office, &c.		593 57	488 84	1,254 70	66 67	2,403 78
Hamilton customs exam. warehouse		630 40		171 14	44 70	849 24
" inland revenue office				68 77	31 45	100 22
" drill shed		746 25				746 25
" Station B	980 00			30 83	10 50	1,021 33
" post office		2,686 45	1,095 97	2,315 79	1,018 20	7,116 41
Hawkesbury post office, &c.		430 28	142 40	252 64	18 00	843 32
Ingersoll post office, &c.		463 86	297 31	586 74	32 15	1,380 06
Kenora post office, &c.		407 76	774 92	601 43	70 76	1,854 87
Kincardine post office			218 38			218 38
Kingston custom house	440 50	223 50	357 80	137 15	59 15	1,218 10
" drill hall		600 00				600 00
" inland revenue office	1,701 98	531 97	388 10	65 20	120 47	2,807 72
" Military College		3,660 00				3,660 00
" ordnance stores	750 00					750 00
" post office		652 32	441 40	983 20	59 41	2,136 33
Lindsay post office, &c.		421 93	266 36	130 35	37 50	856 14
Minden custom house		1,127 72	751 46	805 72	156 60	2,841 50
" drill hall		720 00				720 00
" engineer's office	457 00					457 00
" post office		1,449 96	1,091 70	2,049 48	70 00	4,661 14
L'Orignal post office	127 50					127 50
Markham post office		385 21	82 51			467 72
North Bay post office, &c.		769 30	394 92	1,004 90	42 00	2,211 12
Napanee post office, &c.		412 61	300 43	457 50	73 38	1,243 92
Niagara Falls post office, &c.		428 61	260 93	487 50	35 25	1,211 69
Orangeville post office, &c.		401 43	199 79	251 75	20 00	872 97
Orillia post office, &c.		354 32	270 75	81 24	48 75	738 06
Oshawa post office, &c.		410 29	218 92	340 05	22 42	991 68
Owen Sound post office, &c.		316 49	318 86	20 75	50 00	706 10
Ottawa archives building		1,320 00	719 59	396 00		2,435 59
" astronomical observatory		1,443 65	942 77	433 50		2,819 92
" bacteriological laboratory			156 50	396 00		552 50
" experimental farm			1,939 14	187 39		2,126 53

PART II.—STATEMENT B.—EXPENDITURE—*Continued.*

Name of Building.	Rents.	Salaries of and Supplies for Engineers.	Heating.	Lighting.	Water.	Total.
Ontario—Continued.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ottawa fuel testing buildings (Department Mines)		330 00	126 00			456 00
" Geological Museum, Sussex st.		660 00	1,175 77	1,113 98		2,949 75
" Major's Hill Park green house		330 00	420 00	16 50		766 50
" National Art Gallery and Fisheries Museum			210 00	223 50		433 50
" Parliamentary and Departmental Buildings		48,236 47	34,152 89	25,085 03		107,474 39
" post office		2,613 39	1,533 41	1,133 00		5,279 80
" printing bureau		7,492 26	9,953 42	3,008 64		20,454 32
" royal mint		660 00	2,392 61	204 00		3,256 61
" supreme court		1,050 00	1,049 67	524 00		2,623 67
" workshops (D. P. W.), &c		330 00	1,270 00	387 00		1,987 00
" sundry rented buildings	138,845 63	7,710 00	13,324 79	10,930 90		170,811 32
" militia stores building				25 45		25 45
" Victoria memorial museum (portion used as temporary militia store)			3,220 00			3,220 00
Renfrew post office		176 29	321 98	87 85	6 25	592 37
Park Hill post office			140 00			140 00
Paris post office, &c		412 71	159 75	111 83	73 00	757 29
Pembroke post office, &c		418 76	260 81	248 20	36 00	963 77
Peterboro' custom house		300 00	251 48	196 80	50 00	798 28
" post office		483 76	299 29	294 80	75 00	1,152 85
Petrolea post office, &c		415 85	213 69	334 36	55 70	1,019 60
Picton post office, &c		436 24	236 40	237 37	27 00	937 01
Port Arthur post office, &c		412 36	424 50	576 48	115 64	1,528 98
" immigrant building			93 45		10 00	103 45
" engineer's office	349 00			19 00		368 00
Port Colborne post office		384 27	15 63	213 42	25 00	638 32
Port Burwell engineer's office	60 00					60 00
Port Hope post office, &c		403 16	293 30	562 40	13 06	1,271 92
Prescott custom house			121 00	58 32	75 00	257 32
" post office		470 76	192 00	220 86	75 00	958 62
Sandwich post office, &c		317 73	149 34	75 04	17 98	560 09
Sarnia post office, &c		549 92	313 33	503 75	44 00	1,411 00
Sault Ste. Marie immigrant building	10 00		18 75	0 80		29 55
" post office, &c		644 51	1,331 62	520 50	45 34	2,541 97
Simcoe post office			39 95	15 35	10 00	65 30
Smith's Falls post office, &c		428 01	202 25	204 61	106 25	941 12
Stratford armoury		400 00				400 00
" post office, &c		679 60	389 99	492 56	112 50	1,674 65
Strathroy post office, &c		443 21	237 58	199 45	18 99	899 23
" armoury		65 00				65 00
St. Catharines drill hall		400 00				400 00
" post office, &c	19 70	417 31	366 38	585 75	57 47	1,446 61
St. Mary's post office, &c		435 88	233 60	458 42	30 47	1,158 37
St. Thomas post office, &c		408 71	266 00	477 05	10 02	1,161 78
Toronto Assistant-Receiver General's and inland revenue offices		964 00	272 87	277 11	45 15	1,559 13
" custom house		4,007 46	954 25	742 14	151 38	5,855 23
" drill shed		2,290 40				2,290 40
" engineer's office	989 00			85 36		1,074 36
" examining warehouse	30 00	5,116 67	1,591 60	575 95	67 70	7,381 92
" immigrant sheds	1,000 00					1,000 00
" steamboat inspector's office	640 00					640 00
" post office		9,018 32	1,596 36	5,633 37	899 25	17,147 30
" " station A	2,400 00	2,006 98		2,761 37		7,168 35
" " " B	1,000 00	167 05		273 01	23 76	1,463 82
" " " C		555 03	190 03	449 85	15 30	1,210 21
" " " D		518 89	341 79	419 15	7 80	1,287 63
" " " E	530 00			14 32		544 32
" " " F	22 24	616 78	393 73	414 40	30 27	1,477 42
" " " G	945 00	222 50	0 75	207 40		1,375 65

SESSIONAL PAPER No. 19

PART II.—STATEMENT B.—EXPENDITURE—*Continued.*

Name of Building.	Rents.	Salaries of and Supplies for Engineers.	Heating.	Lighting.	Water.	Total.
Ontario—Concluded.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Trenton post office		451 46	279 00	655 70	81 25	1,467 41
Walkerville post office					6 00	6 00
Walkerton post office, &c.		407 71	257 94	345 13	31 00	1,041 78
Welland post office			216 42			216 42
Whitby post office, &c			198 00			198 00
Windsor drill hall		400 00				400 00
" post office, &c.		943 21	428 52	1,449 89	103 58	2,925 20
Wingham post office		199 92	240 98	238 86	23 15	702 91
Woodstock armoury		431 00				431 00
" post office, &c.		506 45	337 35	509 84	35 20	1,388 84
Totals for Ontario	152,277 55	139,401 73	101,627 00	88,511 94	5,790 67	487,608 89
Manitoba.						
Brandon experimental farm			275 14	60 79		335 93
" immigration building			476 49	106 60	53 12	636 21
" post office, &c.		838 24	946 41	1,013 77	58 42	2,856 84
Dauphin immigration station			70 00			70 00
" lands office, Indian Department	390 00		70 00			460 00
" post office, &c.		174 19	446 58	202 90		823 67
East Selkirk post office		676 15	348 65	153 66	5 60	1,184 06
Selkirk engineer's office	31 32					31 32
Neepawa post office, &c.		275 00	229 66	104 40		609 06
Portage la Prairie post office, &c.		592 05	530 83	399 51	18 70	1,541 12
St. Boniface post office		675 65	469 67	61 85	35 95	1,243 12
Virden immigration building	250 00		30 00			280 00
Winnipeg custom house		1,167 60	804 51	176 20	46 84	2,195 15
" express parcels office	1,200 00			27 70		1,227 70
" Dominion public buildings		84 00	4 00	2 95		90 95
" engineer's office	780 80	6 75				787 55
" examining warehouse		17 10	383 48	148 70	15 59	564 87
" immigration building			3,880 75	1,131 55	428 26	5,440 56
" weights and measures office	900 00					900 00
" post office (old)		3,213 79	2,788 57	364 05	275 36	6,641 77
" post office (new)	31 00	6,570 17	3,352 43	3,262 63	835 20	14,051 43
" post office, sorting room, C. P. Ry. station	31 00	3,717 00	1,456 90	3,287 90		8,492 80
" postal station A	2,050 00	43 75				2,093 75
" " B		734 30	237 82	94 10	11 69	1,077 91
" Railway Commissioners' office	420 00	58 65		12 00		490 65
Total for Manitoba	6,084 12	18,844 39	16,801 89	10,611 29	1,784 73	54,126 42
Saskatchewan and Alberta.						
Battleford Dominion lands office	625 00		112 00			737 00
" immigration building	90 00		252 00			342 00
Biggar immigration building			40 87			40 87
Calgary custom house	5,118 10			77 49		5,195 59
" engineer's office	754 60			7 32		761 92
" immigration building	1 00		194 76	30 38	40 00	266 14
" inland revenue—Castello Bdg.	110 32					110 32
" post office, &c.		2,911 55	1,921 24	4,677 31	336 60	9,846 10
Davidson immigrant building			1 85			1 85
Lloydminster immigrant hall			30 00			30 00
Edmonton Dominion lands and registry office		424 05	206 86	314 59	4 00	949 50
" immigrant shed			340 50	71 75	209 79	623 04
" post office, &c.	2,700 00	1,704 43	858 47	1,179 30	92 16	6,534 36
" Credit Foncier Bldg.	426 00			9 25		435 25
Estevan Dominion lands office	440 00					440 00

PART II.—STATEMENT B.—EXPENDITURE—*Continued.*

Name of Building.	Rents.	Salaries of and Supplies for Engineers	Heating.	Lighting.	Water.	Total.
Saskatchewan and Alberta—Con.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Humboldt Dominion lands office	360 00		172 95			532 95
Gull Lake immigration			17 08			17 08
Indian Head experimental farm			402 27	136 87		539 14
" forestry station	325 00		766 73	5 41	59 17	1,156 31
Irvine immigration	140 00					140 00
Lacombe experimental farm			170 78	48 84		219 62
Lethbridge immigration building			436 25	81 74	100 00	617 99
" experimental farm			137 50			137 50
" post office		507 05	120 50	87 62	52 50	767 67
Medicine Hat armoury		56 00				56 00
" post office		746 15	117 72	108 31	20 48	992 66
Maple Creek post office		133 28	265 50			398 78
McLeod custom house			76 46	109 34	28 46	214 26
North Battleford post office	60 00		98 95			158 95
Moosejaw immigration building			197 20	23 00		220 20
North Battleford immigrant building	180 00					180 00
Moosejaw lands office	2,220 00					2,220 00
Moosejaw inland revenue office	30 00					30 00
Prince Albert immigrant shed	358 00		200 00	24 33		582 33
" lands and registry office		21 65		10 50		32 15
" post office		1,184 26	3,230 33	1,019 96	71 38	5,505 93
Red Deer Dominion lands office, public building		605 00	327 77		26 00	958 77
Mortlache immigration building	240 00		3 95			243 95
Moosejaw public building		590 33	916 70	1,352 63	68 95	2,928 61
Philipps immigrant building			34 00			34 00
Regina clerk of works office	92 50					92 50
" engineer's office	125 00	6 00				131 00
" Dominion lands and registry office		1,123 95	668 03	494 12	60 00	2,346 10
" immigrant building		1 35	512 02	70 62	9 35	593 34
" post office, &c		1,315 27	1,548 91	2,303 42	53 00	5,220 60
" " old		150 00	12 25	276 40		438 65
Rosthern Dominion lands office	240 00					240 00
" experimental farm			167 61			167 61
Saskatoon immigrant shed			251 75			251 75
" lands office	900 00					900 00
" post office, &c		822 35	460 00	711 59	54 50	2,048 44
Strathcona immigrant shed	108 00		485 76	29 90	25 45	649 11
Vegreville immigrant building	240 00		22 20			262 20
Vermilion immigrant building			142 50			142 50
Wetaskiwin immigrant building	90 00					90 00
Wainwright immigrant building			209 73			209 73
Wilkie immigrant building	7 00		76 30			83 30
Yonkers immigrant building			171 27			171 27
Yorkton Dominion lands office	900 00		451 95			1,351 95
Stettler immigrant building	200 00		116 02			316 02
Swift Current immigrant building	1 00		67 55			68 55
Total for Sask. and Alberta	17,082 52	12,302 67	17,015 04	13,261 99	1,311 19	60,973 41
British Columbia.						
Agassiz experimental farm			82 55			82 55
Atlin post office		139 75	85 00	99 50		324 25
Cumberland post office		350 15	29 00	140 93	40 00	560 08
Esquimalt custom house			16 00			16 00
Fernie post office		88 06		10 95		99 01
Kamloops post office		580 45	354 07	498 16	36 00	1,468 68
Ladysmith post office		575 05	22 00	19 40	14 25	630 70
Nanaimo post office, &c		688 80	317 00	490 21	36 00	1,532 01
Nelson post office, &c		561 50	529 75	1,036 85	72 00	2,200 10

SESSIONAL PAPER No. 19

PART II.—STATEMENT B.—EXPENDITURE—*Continued.*

Name of Building.	Rents.	Salaries of and Supplies for Engineers.	Heating.	Lighting.	Water.	Total.
British Columbia—Con.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
New Westminster Indian and Fisheries offices		515 80	160 50	29 49	30 41	736 20
" engineer's office				2 10		2 10
" post office, &c.		689 77	520 00	654 75	81 28	1,945 80
Rossland post office, &c.		574 75	539 12	939 12	91 85	2,144 84
Vancouver examining warehouse	5,407 34		179 32	840 64		6,427 30
" post office, &c., and public building		3,513 53	1,578 50	439 61	58 38	5,590 02
" post office, old		44 90	45 58	198 47	15 24	304 19
" steamboat inspection office	180 00					180 00
" post office		125 80	374 50	2,811 46	110 78	3,422 54
" Chinese isolation hospital	333 32		214 78	306 60	43 75	898 45
Victoria marine and Indian office (old custom house)		763 25	382 80	114 25	25 50	1,285 80
" Chinese hospital	499 98					499 98
" post office, &c., new	126 00	3,458 40	1,253 20	2,215 60	60 75	7,113 95
" old post office		220 00			56 95	276 95
" marine hydro-service office, hospital			121 75	42 20	35 15	199 10
" Chinese immigrant building hospital				306 60	52 50	359 10
William's Head quarantine station			6,289 24			6,289 24
Total for British Columbia	6,546 64	12,889 96	13,094 66	11,196 89	860 79	44,588 94
Generally			1,880 12	1,584 73		3,464 85

PART II, STATEMENT C.—Showing the amounts loaned by Government under the authority of special Acts of Parliament, and upon the security of debentures of the borrowing corporation. The works upon which these funds are expended are of a quasi-public nature, and the several advances have been made upon the recommendation of the Honourable the Minister of Public Works, and after inspection by the Chief Engineer.

To whom Loaned.	Parliamentary Authority.	Purpose.	Amount.
			$ cts.
Harbour Commissioners of Quebec.	62-63 Vic., ch. 34, sec. 34 .	Improvements to Princess Louise dock	67,056 65

PART III

REPORT

ON

PUBLIC BUILDINGS THROUGHOUT THE DOMINION

FOR THE FISCAL YEAR ENDED MARCH 31, 1910.

BY THE

CHIEF ARCHITECT

PUBLIC WORKS, CANADA,
CHIEF ARCHITECT'S OFFICE,
OTTAWA, July 6, 1910.

R. C. DESROCHERS, Assistant Secretary,
Department of Public Works.

SIR,—I am sending you herewith, annual report of works executed under this branch during the fiscal year ended March 31, 1910.

D. EWART,
Chief Architect.

PROVINCE OF NOVA SCOTIA.

AMHERST.

PUBLIC BUILDING.

An illuminated tower clock was installed, the heating boiler was retubed and repairs were made to roof, joinery, &c.

Work done under supervision of D. H. Waterbury, Superintendent of Public Buildings, N.B.

BRIDGEWATER.

PUBLIC BUILDING.

This building, which was described in a previous report, is completed, fitted up and has a hot water heating system installed.

CANSO.

PUBLIC BUILDING.

An illuminated tower clock was installed, under the supervision of D. H. Waterbury, Superintendent of Public Buildings, N.B.

GLACE BAY.

PUBLIC BUILDING.

This building, which was described in my report of last year, is completed and occupied.

HALIFAX.

CUSTOM HOUSE.

Repairs were made to furniture and fittings, under the supervision of C. E. W. Dodwell, Resident Engineer and Inspector of Public Buildings, Nova Scotia, Halifax, N.S.

HALIFAX.

DOMINION BUILDING.

This building, which was described in my report of last year, is still in progress of erection.

Plans and specifications prepared by this department.

Contractor for construction of building—M. E. Keefe.

Contractor for hot water heating system—G. A. Wooten & Co.

Contractor for elevators—The Otis Fensom Co.

Contractor for specie vault—J. & J. Taylor.

IMMIGRATION BUILDING.

Repairs and improvements were made to carpentry and repairs to plastering, painting, lighting and plumbing. Some new hose and a gas stove were supplied. All done under the supervision of C. E. W. Dodwell, Resident Engineer and Inspector of Buildings, Nova Scotia, Halifax, N.S.

LAWLORS ISLAND QUARANTINE.

Additional cast iron water pipe was laid and extensive renewals of the wharf were made under the supervision of C. E. W. Dodwell, Resident Engineer and Superintendent of Public Buildings, Nova Scotia, Halifax, N.S.

PICTOU.

POST OFFICE.

A new copper covering with eavestroughs and down pipes was put on roof, a large portion of the interior was cleaned, painted, kalsomined, varnished, &c., the main doors painted, grained and varnished; some linoleum and furniture were supplied, and repairs were made to woodwork, fences, gates, floors, masonry and pointing.

Work done under the supervision of D. H. Waterbury, Superintendent of Public Buildings, N.B.

CUSTOM HOUSE.

A new floor, including renewal of joists, was laid in part of basement and repairs were made to tower, brickwork, painting, glazing and door.

Work done under the supervision of D. H. Waterbury, Superintendent of Public Buildings, New Brunswick.

SHELBURNE.

PUBLIC BUILDING.

This building, which was described in my last year's report, is completed.

SPRINGHILL.

PUBLIC BUILDING.

Concrete walks were constructed about the property, the masonry was pointed, new gates were provided as also clothes closets and the roof, drains, &c., repaired.

Work done under the supervision of D. H. Waterbury, Superintendent of Public Buildings, New Brunswick.

PROVINCE OF NEW BRUNSWICK.

BATHURST.

PUBLIC BUILDING.

The stonework was pointed; a new front porch and some additional storm sashes were supplied, the roof was painted and repairs were made to pump, furnace, &c.

Work done under the supervision of D. H. Waterbury, Superintendent of Public Buildings, New Brunswick.

CHATHAM.

MIDDLE ISLAND QUARANTINE.

The residence was repaired, the roof shingled and painted, new hardwood floors were laid and sundry repairs and improvements effected.

Work done under the supervision of D. H. Waterbury, Superintendent of Public Buildings, New Brunswick.

PUBLIC BUILDING.

The interior and exterior woodwork was painted, and repairs were made to eaves brackets, water conductors, flag mast, &c.

Work done under the supervision of D. H. Waterbury, Superintendent of Public Buildings, New Brunswick.

NEWCASTLE.

PUBLIC BUILDING.

The alley area was concreted, a new platform built over well, the public lobby of post office painted and varnished, a new iron gate supplied, and repairs made to joinery, floors, locks, &c.

Work done under the supervision of D. H. Waterbury, Superintendent of Public Buildings, New Brunswick.

SUSSEX.

PUBLIC BUILDING.

Additional fittings were supplied for post office and repairs were made to metal covering of roof, customs clock, fence, &c.

Work done under the supervision of D. H. Waterbury, Superintendent of Public Buildings, New Brunswick.

ST. JOHN.

CUSTOM HOUSE.

The basement concrete floor had a portion renewed where sunken and broken; many of the halls and offices were painted, their hardwood varnished, rooms kalsomined, outside joinery painted and the radiators and coils were bronzed; new signal mast and weather vane were furnished and the time ball repaired; a new doorway in Marine Office was constructed; additional electric light wiring was done; some additional furniture and linoleum were supplied; a considerable amount of painting, varnishing and kalsomining was done, and repairs were effected to roof, plastering, carpentry, plumbing, heating, hoist, machinery, furniture, &c.

Work done under the supervision of D. H. Waterbury, Superintendent of Public Buildings, New Brunswick.

ST. JOHN.

POST OFFICE.

An iron cased rat-proof room provided with iron boxes was built in basement and compartments and drawers elsewhere in the building were tin-lined to protect them from invasion of rats; prism lights were put in workroom sashes to increase light; additional electric wiring and communicators were installed; a large quantity of painting, kalsomining and varnishing was done; the street letter boxes were painted; brass plates for p.o. boxes and newspaper receptacles, some furniture, some disinfecting machines, lock boxes, new ensign, linoleum, bulletin boards and ironmongery were supplied, and repairs and renewals were effected to lavatories, elevator, woodwork, furniture, floors, newspaper chute, fittings, glazing, stamping pads and heating.

At the Intercolonial Railway station a mail room was fitted with desk, tables, shelves, &c.

Work supervised by D. H. Waterbury, Superintendent Public Buildings, New Brunswick.

IMMIGRATION BUILDING.

Floor piles and sill of south side were repaired and trussed; a new iron smoke stack to east chimney was provided; counter and fixtures for exchange broker were built; considerable glazing was done and repairs were made to W. C.'s, sinks, plumbing, ranges, furnace, roof, gutter, down pipes, &c.

Work done under the supervision of D. H. Waterbury, Superintendent of Public Buildings, New Brunswick.

IMMIGRATION HOSPITAL.

A new steel ceiling was put up in front room, first floor, fences were whitened, glazing and general repairs were effected throughout.

Work done under the supervision of D. H. Waterbury, Superintendent of Public Buildings, New Brunswick.

SAVINGS BANK.

The walls and ceilings were cleaned and kalsomined; the woodwork was painted, the stonework was repaired and cement finished; the entrance doors were cleaned, filled and varnished; the lawn cesspool was repaired and the asphalt gutter and water shed was renewed; the flag staff was repaired, painted and rerigged, and the window sashes were re-corded. Minor general repairs were effected, under the supervision of D. H. Waterbury, Superintendent Public Buildings, New Brunswick.

PARTRIDGE ISLAND.

QUARANTINE STATION.

Improvements and repairs were effected at doctor's residence; gas fittings and fittings to steward's residence; painting and papering to caretaker's residence; hose reel and hose were supplied to station; smoke pipe was renewed at disinfecting house; ladders were supplied, and repairs were made to shore landing gangway, old hospital, gas plant, &c.

Work done under the supervision of D. H. Waterbury, Superintendent of Public Buildings, New Brunswick.

ST. JOHN WEST.

POST OFFICE.

A tower clock was installed in the tower which was repaired and had the roof covered with copper; concrete steps were built at the letter drop; the front stone steps and parts of the building were pointed; the entrance doors were cleaned, filled and varnished; the ground floor lobby and general delivery room were cleaned, painted, kalsomined and varnished, and repairs were made to plastering, joinery, plumbing, roof covering, eaves troughs and conductors, gates, &c.

Work supervised by D. H. Waterbury, Superintendent Public Buildings, New Brunswick.

TRACADIE.

LAZARETTO.

The original heating furnaces were removed and replaced by four cast iron sectional furnaces. Repairs were made to heating apparatus, steam pump, annex roof and furnace room floor.

Work done under the supervision of D. H. Waterbury, Superintendent of Public Buildings, New Brunswick.

PROVINCE OF PRINCE EDWARD ISLAND.

CHARLOTTETOWN.

DOMINION BUILDING.

The post office fittings were altered, added to and rearranged; some floor tiling was done; a room for Marine and Fisheries Department was constructed on first floor; the Inland Revenue office was reeiled; additions to and alterations of electric wiring were made; a ceiling was put in postmaster's office, and some fittings and furniture were supplied Savings Bank.

Work done under the supervision of D. H. Waterbury, Superintendent of Public Buildings, New Brunswick.

GEORGETOWN.

PUBLIC BUILDING.

This building, which was described in my report of last year, is completed, fitted with a hot water system and occupied.

Plans and specification prepared by this department.

Clerk of works, M. D. McPhee.

Contractor, B. D. Humphrey.

Contractors for heating system—Sterling, Shaw & Peardon.

MONTAGUE.

PUBLIC BUILDING.

The post office fittings were altered and improved and minor general repairs effected.

Work done under the supervision of D. H. Waterbury, Superintendent of Public Buildings, New Brunswick.

SUMMERSIDE.

PUBLIC BUILDING.

Additions were made to fittings; a new floor was laid in examining warehouse and repairs were effected to masonry, joinery, boiler, floors, &c.

Work done under the supervision of D. H. Waterbury, Superintendent of Public Buildings, New Brunswick.

PROVINCE OF QUEBEC

COOKSHIRE.

PUBLIC BUILDING.

This building, which was described in last year's report, is completed, heated with a hot water apparatus and ready for occupation.

Plans and specification prepared by this department.

Resident architect, J. W. Grégoire.

Contractors, Simoneau & Dion.

Contractor for heating apparatus, E. G. E. Delorme.

Contractors for P.O. fittings, G. P. McGrath & Co.

DUNDEE.

CUSTOM HOUSE.

A permanent porch or hood was constructed at the principal entrance. The building was wired and fitted up with an electric lighting system.

Work done under the supervision of G. S. Gingras, Montreal. P.Q.

FARNHAM.

PUBLIC BUILDING.

The arrangement of the fittings was altered, the number of lock boxes was increased, hardwood flooring was laid, the entire ground floor was cleaned, tinted and painted and the main entrance door practically renewed.

Work done under the supervision of G. S. Gingras, Montreal, P.Q.

FRASERVILLE.

PUBLIC BUILDING.

The Customs and Inland Revenue offices on the first floor were ceiled with sheet metal; the ceilings, walls and woodwork painted, and all the furniture cleaned and varnished. This building was rewired and fitted with a complete new light installation.

Work supervised by G. S. Gingras, Montreal, P.Q.

GROSSE ILE,

QUARANTINE STATION.

A one story and attic wooden schoolhouse measuring on plan 36 feet 6 inches by 33 feet, on a concrete foundation, and with a one story building, 23 feet by 12 feet, in

rear for woodshed and latrines, was constructed. The main floor consists of a class room 30 feet by 24 feet 6 inches, a bedroom, a kitchen and a vestibule. The attic is undivided.

Plans and specification prepared by the department.

The pillars supporting the water mains were repaired and two four-inch Emond filters were connected with main pipe for two tanks opposite eastern wharf.

The hospital steward's new quarters was finished. New divisions were made in centre building and in sailors' quarters to make further lodgings for employees.

JOLIETTE.

ARMOURY BUILDING.

This building, which was described in last year's report, is constructed, lighted, heated and fitted up ready for occupation.

Plans and specifications prepared by this department.

Contractors, Simoneau & Dion.

Contractors for heating, Tremblayy & Francoine.

Contractors for lighting, Empire Electric Mfg. Co.

LACHINE.

PUBLIC BUILDING.

The main entrance doors were repaired, under the supervision of G. S. Gingras, Montreal, P.Q.

LONGUEUIL.

PUBLIC BUILDING.

A fire escape was built on the rear of the building, a water filter was fitted to the water service and a concrete sidewalk was laid the full length of the frontage as well as to the entrance door.

Work supervised by G. S. Gingras, Montreal, P.Q.

MAGOG.

PUBLIC BUILDING.

This building, which was described in a previous report, is practically completed.

Plans and specification prepared by this department.

Clerk of works, A. J. Whitehead.

Contractor for construction of building, R. Cameron.

Contractors for wiring, P. E. Marchand & Co.

Contractor for heating, Albert Beauchene.

MONTREAL.

POSTAL STATION 'D,' POINT ST. CHARLES.

This building which was described in my last year's report, is completed.

Plans and specifications prepared by this department.

Superintending architect, Alfred Piché.

Contractors, Messrs. Morssen & Co.

Contractor for heating, Alex. Mackay & Co.

Contractor for lighting, Empire Electric Mfg. Co.

Contractor for fittings, D. H. Langlois & Co.

MONTREAL.

GENERAL POST OFFICE—ADDITION.

This work, which was described in my last report, has been in steady progress since, and is expected to be completed during the next fiscal year. Hot water heating and electric lighting are installed.

CUSTOM HOUSE.

After the explosion, which took place in the port, broken windows were repaired and new glass put in; alterations of long room were made, a new glazed division was fixed on large counter; the automatic parcel carriers had to undergo repairing; wire grilles were fixed for cashiers' offices; a new mezzanine room was constructed above long room, with hardwood floor and glazed inclosure and stairs; a small hoist for parcels and stationery was erected; a lavatory, tap, waste pipe, &c., were also installed; the counter in 'landing' was made wider and a new glazed division fixed on it with brass grilles to wickets and the interior of this room was repaired and painted throughout; repairing was done in long room, record and other rooms, skylights, first and second floor, stairs, &c. All walls of the above named rooms were put in good repair and kalsomined. All interior openings and all painted woodwork were painted over and hardwood work and stairs re-varnished.

Three extract pipes from ceiling of long room with three cowls on roof were put in to improve the ventilation; a number of cupboards and heating coils were put in; renewals of lighting, wiring and glazing were made, and repairs effected to heating, plumbing, gas and water system.

EXAMINING WAREHOUSE.

A new galvanized iron roof covering was put on and a new skylight to each freight elevator. A new vertical steel shaft with gearing to engage the counter-shafting was put in. The walls and ceilings were cleaned, repaired and tinted and the woodwork and iron work painted. Repairs were effected to hatchway, platforms, elevators, heating, plumbing, painting, masonry, pointing and brick setting of boilers.

EXPRESS BUILDING, D'YOUVILLE PLACE.

A metal covered porch for the entrance of goods was erected on the McGill street side; a complete electric light system was installed; the stairs were inclosed to prevent down draughts; doors were broken in the walls between the two buildings; partitions and counters were changed in position and pigeon-hole cupboards provided; a new lavatory was put in as also urinals, and there were supplied five window blinds and several stools, chairs and desks. Two signs were placed on the building, and the roof was repaired frequently.

Work done under the supervision of C. Desjardins, Clerk of Works, Montreal.

INLAND REVENUE.

All the walls were washed, repaired and tinted, the woodwork cleaned and painted and the hardwood cleaned and varnished. Linoleum was laid in Inspector's room. The roof and down pipes were repaired.

Repairs were also done to heating system, two new lavatory basins added, plumbing and gas fitting was overhauled and repairs made to w.c. urinals.

Work done under the supervision of C. Desjardins, Clerk of Works, Montreal.

GENERAL POST OFFICE, ST. JAMES STREET.

A new main water supply pipe was put in as also a new smoke stack. A few temporary partitions were put in, a number of rooms were cleaned and tinted, some

furniture and carpets were supplied and repairs were made to elevators, heating, plumbing, lighting, &c., and the street newspaper and letter boxes were painted, partly under the supervision of C. Desjardins, Clerk of Works and partly under the supervision of H. Lymburner, Superintendent, Montreal, P.Q.

POSTAL STATION 'B'—(St. Catherine West).

The lane in rear of building was paved with asphalt; a partition was made in cellar; the walls and ceilings of office were cleaned and tinted and the columns painted; a new stamping machine was supplied and the heating, plumbing and lighting system were altered, extended and repaired, and some chairs, desks and cupboards supplied.

Work done under the supervision of C. Desjardins, Clerk of Works, Montreal.

POSTAL STATION 'C'—(Amherst street).

Rubber was supplied for observation gallery floors and additional gas lights, electric lights, urinals and furniture were supplied.

Work done under the supervision of C. Desjardins, Clerk of Works, Montreal.

HOCHELAGA.

POSTAL STATION—(St. Catherine East).

Repairs and alterations to lighting were effected and the plumbing and heating made good.

Work done under the supervision of C. Desjardins, Clerk of Works, Montreal.

ST. HENRI.

POSTAL STATION.

The roof was repaired as also the boiler and grates. The lighting system was altered and added to and repairs were made to plumbing.

Work done under the supervision of C. Desjardins, Clerk of Works, Montreal.

NOMININGUE.

PUBLIC BUILDING.

Repairs were effected to all door and window openings and grilles were fitted in first floor for heating purposes.

Work supervised by G. S. Gingras, Montreal, P.Q.

NOMININGUE.

IMMIGRATION BUILDING.

This building, which the Government recently purchased, underwent improvements and repairs.

The drainage was connected with the street sewer; a bath, a water closet, two lavatory basins and one sink were fitted up and connected; the interior was cleaned, tinted and painted; the main entrance was enlarged; the gallery was repaired, and a cement foot path was laid the full length of the frontage of the property.

Work supervised by G. S. Gingras, Montreal, P. Q.

PLESSISVILLE.

PUBLIC BUILDING.

This building, which was described in last year's report, is completed.
Plans and specification prepared by this department.
Clerk of works, Alfred Mathieu.
Contractors, Paquet & Godbout.
Contractor for heating system, F. Deroy.
Contractors for wiring, The Standard Construction Company.
Contractors for fittings, J. F. Schell Company.

QUEBEC.

CUSTOM HOUSE.

On October 16, 1909, the upper portion of this building was destroyed by fire and the officials' furniture, &c., removed to the examining warehouse, which was fitted up as customs offices.

The sidewalk along the St. Andrew street boundary was renewed.

DOMINION ARSENAL STORES BUILDING.

Fifty feet of stone fence wall, 8 feet 4 inches in height, was constructed and a pair of wrought iron gates, 10 feet 6 inches in width by 7 feet 7 inches in height, was hung thereto.

In the building, one metal cabinet was provided and eight bracket lamps installed.

EXAMINING WAREHOUSE.

On the destruction of the upper portion of the Custom House by fire, the Customs offices were established in the examining rooms of the first floor and portions of the ground floor which were partitioned and divided to suit the requirements and were furnished with water closets, lavatories, heating coils, electric lights, furniture, office fittings, carpets, &c. A number of the heating coils were removed from the Customs building and re-used here. The steam-power elevator was removed and replaced by an electric freight elevator.

DETENTION BUILDING—SAVARD PARK.

300 feet of 2½ inch linen hose with couplings, &c., also some linoleum were supplied. Repairs were made to floors, heating, plumbing, carpentry, &c. Five more rooms were fitted up in the old shed.

IMMIGRATION BUILDING—PRINCESS LOUISE EMBANKMENT.

Twelve new openings were made in wall and a like number of frames and doors inserted in the old baggage shed. Two ranges of w.c.'s with a building to contain them were erected; 1 bed, 4 chairs, 1 mirror, 2 rugs and 1 wardrobe were supplied the agent, a desk and chair to the assistant agent and a washstand and water service to Captain Lebel's office; hardwood flooring was laid in one room; 5 additional electric lights were installed; 450 feet of 2½-inch linen hose with couplings, nozzles and steel reel with axe, crowbar, tool chest, &c., were provided; a partition was erected in the G.T. Ry. ticket office; 3 stoves were repaired, and some linoleum, window blinds and a clock were provided.

INLAND REVENUE OFFICES.

Temporary accommodation was leased in Richelieu & Ontario Navigation building and some additional furniture and requisites were provided.

QUEBEC EAST (ST. ROCHS).

POST OFFICE BUILDING.

This building, which was described in my last year's report, is still in progress of construction.

Plans and specifications prepared by this department.

Superintendent architect, René P. Lemay.

Contractors, Messrs. Jinchereau & Lamonde.

Contractors for hot water heating system, Vandry & Matte.

Contractors for electric lighting, Empire Electric Manufacturing Company.

RICHMOND.

PUBLIC BUILDING.

The plumbing was renewed and hardwood floors laid throughout and the caretaker's quarters and the hot water furnace was repaired.

Work supervised by G. S. Gingras, Montreal, P.Q.

RIGAUD.

ARMOURY.

A lavatory room was formed and a water closet urinal and sink fitted up and connected, under the supervision of G. S. Gingras, Montreal, P.Q.

RIMOUSKI.

PUBLIC BUILDING.

The two main entrances were provided with permanent porches.

Work supervised by G. S. Gingras, Montreal, P.Q.

ARMOURY.

On January 4, 1910, a contract was entered into for the construction of this building on a plot of ground having a frontage of 96 feet on St. Jean Baptiste street by a depth of 100 feet.

The building is two stories of brick on a stone basement measuring 30 feet frontage by 38 feet depth. Excepting in the basement, where the floor is concrete and the partitions brick, the floors, partitions, stairs and roof are of wood.

The basement contains a furnace room, a fuel room, 2 store-rooms and a staircase hall; the ground floor, an assembly room, 2 company c. o. rooms, 2 armouries and 2 entrance vestibules, and on the first floor are a lecture room, a regimental c. o. room and a q. m. store-room.

Plans, &c., prepared by this department.

Contractors, Dumont & McLean.

ST. HYACINTHE.

PUBLIC BUILDING.

The Customs offices were cleaned and painted, a new section was provided for the heating furnace and some small general repairs were effected—all under the supervision of G. S. Gingras, Montreal, P.Q.

ST. HYACINTHE.

INLAND REVENUE BUILDING.

Additional heating surface was provided for the first basement floor, and the yard fence and gates were repaired.

Work supervised by G. S. Gingras, Montreal, P.Q.

SHERBROOKE.

PUBLIC BUILDING.

The Customs offices were enlarged, cleaned, painted, had hardwood floors laid and a new counter and glass screen supplied.

Work supervised by G. S. Gingras, Montreal, P.Q.

DRILL HALL.

This building, which was described in my report of last year, is completed ready for occupation.

Plans, &c., prepared by this department.

Resident superintendent, J. W. Grégoire, architect.

Contractors for construction of building and for heating, Messrs. Simoneau & Dion.

Contractor for electric wiring, A. E. Choquette.

Contractor for electric fixtures, MacCallum & Co.

PROVINCE OF ONTARIO.

BARRIE.

PUBLIC BUILDING.

The external stonework, brickwork, woodwork and ironwork as well as the street letter boxes were painted; the eaves, troughs and conductors were repaired, and a water closet was installed in the caretaker's quarters.

Work supervised by Thos. H. Hastings, Clerk of Works, Toronto, Ont.

BELLEVILLE.

PUBLIC BUILDING.

The exterior and interior of the building were cleaned, painted, &c., under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

BERLIN.

PUBLIC BUILDING.

A new fence, a new floor in attic and a concrete platform were constructed; the basement walls were whitened; the heating apparatus was connected with the Central Heating Company, and repairs were made to furniture and brickwork, under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

BRAMPTON.

PUBLIC BUILDING.

A bath-room was fitted up in caretaker's quarters and a new range boiler and a sink in kitchen, while some minor repairs were made to carpentry, painting, lighting

and letter boxes, under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

BRANTFORD.

PUBLIC BUILDING.

The heating boiler had new tubes and new grates, and some minor repairs were made to fittings, all under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

BRIDGEBURG.

PUBLIC BUILDING.

The interior was papered, kalsomined and painted and filing cases were supplied to the Customs, all under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

CHATHAM.

PUBLIC BUILDING.

Alterations of the post office screen were effected and some addition made thereto, all under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

CLINTON.

POST OFFICE BUILDING.

An addition was made to the septic tank and a fire escape and balcony erected. All under the supervision of Thos H. Hastings, Clerk of Works, Toronto, Ont.

COBOURG.

PUBLIC BUILDING.

The building was cleaned, kalsomined and painted under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

DUNDAS.

PUBLIC BUILDING.

Two wash basins were fitted up, under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

DURHAM.

ARMOURY.

This building, which was described in my last annual report, is still in progress of construction.

Plans and specification prepared by this department.

Clerk of Works, James Lenahan.

Contractor, Hugh McDonald.

FORT WILLIAM.

PUBLIC BUILDING.

On 19th November, 1908, a contract was entered into for the construction of a one story addition in the rear and the entire length of the post office portion, 58 feet

by a depth of 33 feet. A portion of the rear wall of the post office working room was removed and the wall above supported on iron beams, thus providing uninterrupted floor space throughout the working accommodation of the post office. The addition is completed and occupied.

Plans, &c., prepared by this department.
Clerk of Works, W. J. Rankin.
Contractor for construction of addition, Chas. H. Sherwood.
Contractor for heating, the Bennett-Wright Company.
Contractor for painting and kalsomining, Alex. S. Ross.
Contractor for fittings, The Ottawa Furniture Company.
Contractor for lighting, the Western Electric Company.

GLENCOE.

PUBLIC AND ARMOURY BUILDING.

This building, which was described in last year's report, is completed ready for occupation.

J. E. Hull, Clerk of Works.
Plans and specifications prepared by this department.
Contractor, Geo. A. Proctor.
Contractors for fittings, The Chas. Rogers & Sons Company.
Contractors for lighting, The Commercial Electric Company.
Contractors for hot water heating apparatus, Nagle & Mills.

HAMILTON.

PUBLIC BUILDING.

New entrance doors and a three ton depot scale were furnished to post office and the elevators were re-hung with new cables and repacked, all under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

POSTAL STATION 'B.'

Counters, screens, fireproof safe, electric fittings and wire guards were supplied and some painting, varnishing and sign writing was done, under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

KINCARDINE.

PUBLIC BUILDING.

This building, which was described in a previous report, is completed.
Plans and specification prepared by this department.
Clerk of works, Angus Kerr.
Contractor for building, Wm. Nicholson.
Contractor for fittings, The Chas. Rogers Sons Company.
Contractors for lighting, Hall & Dollery.
Contractors for heating, Keith & Fitzsimons.

KINGSTON.

ROYAL MILITARY COLLEGE.

Barrack Accommodation for Stables.

This building, which was described in my report of last year, is completed and occupied.

Plans and specification prepared by this department.
Resident architect, H. B. Smith.
Contractor, M. Sullivan.

LINDSAY.

PUBLIC BUILDING.

Repairs were made to heating apparatus, plumbing and papering, under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

LEAMINGTON.

PUBLIC BUILDING.

This building, which was described in my last year's report, is still in progress of construction.

Plans and specification prepared by this department.
Clerk of works, Samuel O. Roach.
Contractors, W. J. Leslie & W. A. Mitchell.
Contractors for lighting, The Commercial Electric Company.

LONDON.

CUSTOM HOUSE.

Awnings were supplied for four windows and repairs made to plastering and sidewalk. All under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

MILITARY STORES BUILDING.

Repairs to elevator were effected. All under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

POST OFFICE.

A maple floor was laid in the main office and the columns encased in sheet iron; an oak screen was erected to form a postmaster's office and furniture supplied therefor; a brick and cement pier was built and the cancelling machine installed thereon; wire guards to skylight were furnished, and repairs were effected to boilers. All under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

MARKHAM.

PUBLIC BUILDING.

This building, which was described in last year's report, is completed and occupied.

NIAGARA FALLS.

PUBLIC BUILDING.

The money order screen was altered and extended; renewals of window sills, expansion tank, lavatory tank, furnace grates and gaskets were made and repairs were effected to roof, window frames, furnace and carpentry, under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

NORTH BAY.

PUBLIC BUILDING.

Interior fittings were supplied, alterations of plumbing were made and repairs made to doors, windows, skylights and door springs, under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

OTTAWA.

BIOLOGICAL LABORATORY, CENTRAL EXPERIMENTAL FARM.

Plumbing and gas fitting of the chemical branch of the laboratory was fitted up by the departmental repair staff.

CANADIAN BUILDING.

This is a rented building on Slater street. For the Interior Department, two blue print baths and fittings, one for the Forestry branch and one for the Immigration branch were fitted up; about 1 dozen electric fans were provided; 111 drop light, 33 goose neck lamps and 25 3, 4 and 5-light fixtures were supplied and fitted up; a lighting system was installed in the Registration branch and call bell systems in the various branches; the various lighting system were changed largely; and there were also supplied 11 window deflectors, 5 fire screens, 9 fly screens, 7 desks, 4 ventilators, 27 tables, drawer case of 84 drawers, 38 chair cushions, 1 plan cupboard, 64 chairs, 9 step-ladders, 4 doors and frames, 8 cabinets, 3 cloth doors, 100 feet shelving, 11 cupboards, 6 rods and curtains, 9 step-ladders and 16 feet glass partition. A number of lights were reglazed.

EASTERN BLOCK.

The water-closet room of the Finance Department was entirely renovated. The corridor floor of the Finance Department was laid with dolomont. Three new urinals with flushing tanks were put in for the Finance Department and a like number for the Privy Council. There were 26 rooms cleaned, painted and tinted including floor treatment, of which 10 were in the Secretary of State Department, 7 in the Privy Council Department, 4 in the Finance Department, 3 in the Secretary of State Department and 2 in the Justice Department; 12 hardwood floors were laid, 4 in the Secretary of State Department, 3 each in the Privy Council and Indian Affairs departments and 2 in the Justice Department; 26 rods and curtains were supplied, 12 to the Secretary of State Department, 8 to the Finance Department, 4 to the Indian Affairs Department and 2 to the Justice Department. Partitions with doors, &c., were erected—82 lineal feet for the Secretary of State Department, 81 feet for the Finance Department, 16 feet for the Auditor General's Department and 114 feet for the Indian Department; wash basins with water supply, drain connections, &c., were fitted up—3 for the Finance Department, 3 for the Secretary of State Department and 1 for the Justice Department; 6 vaults were shelved for the Secretary of State's Department; 24 lineal feet of shelving was put up for the Finance Department and 45 feet for the Auditor General's Department; 11 new windows and frames were inserted—6 in the Secretary of State Department and 5 in the Finance Department, as also 2 storm sash in the former and 4 deflectors in the latter; 14 cupboards were furnished, 6 to the Indian Department, 4 to the Justice Department, 3 to the Auditor General's Department and 1 to the Privy Council Department; 5 book cases were supplied: 3 to the Auditor General's Department and 2 to the Indian Department; 32 tables were supplied: 10 to the Indian Department, 9 to the Secretary of State Department, 5 to the Justice Department and 4 each to the Finance Department and the Auditor General's Department; 5 fire screens were supplied—3 to the Secretary of

State Department and 2 to the Auditor General's Department; 4 floors were oiled and shellacked in the Finance; 4 map racks, 6 hat and coat rails with hooks, 2 step-ladders, 6 pairs trestles, 2 desks and 3 stools were supplied to the Indian Department; 3 cabinets, 3 cushions and 3 stands were supplied the Justice, 2 pigeon-hole cases and 12 newspaper files were supplied the Privy Council Department; 5 cloth doors were supplied the Secretary of State Department; 55 lights of glass were reglazed in the Finance Department, 60 in the Secretary of State Department, 25 in the Privy Council Department, 7 in the Auditor General's, 79 in the Indian Department, 26 in the Justice Department and a number in the entrances and corridors; 22 desk lamps were supplied: 14 to the Auditor General's Department, 3 each to the Secretary of State Department and the Indian Department and 2 to the Privy Council Department: 41 drop lights were installed: 20 in the Indian Department, 8 in the Justice Department, 5 in the Auditor General's Department and 4 each in the Secretary of State Department and the Privy Council Department; an 8-light cluster and an electric heater were supplied the Privy Council, 2 3-light clusters to the Finance Department, 2 meridian lamps, 2 brackets and 1 coil to the Indian Department, 3 3-light clusters and 15 picture frames to the Justice Department for which 3 clocks and 1 fan were wired and 356 yards of woodwork painted; 9 stools were supplied the Auditor General's Department and 5 fixtures to the Secretary of State Department. A number of chairs were re-upholstered and repairs were made to call bells, glazing, &c.

There were minor jobs such as lettering, painting, general repairs, &c. The double windows and summer blinds were taken off, stored, cleaned and put on periodically, and the roofs, footpaths and roads were kept free from snow during winter.

Work done under the supervision of this department.

John Shearer, jr., superintendent.

GEOLOGICAL MUSEUM, SUSSEX STREET.

Nineteen drop lights, 9 goose neck lamps and 12 tungsten lamps were installed and a number of shades, mantels, &c., were supplied. The bells were repaired and 24 lights were glazed.

Work done under the supervision of this department.

John Shearer, superintendent.

GOVERNMENT HOUSE.

Of sidewalk there was renewed 137 lineal feet of 3 feet 6 inches wide, 560 lineal feet of 3 feet 3 inches wide and a gangway 10 feet by 4 feet while the sidewalk throughout was repaired, using 2,900 feet B.M. of 2-inch plank. Of new fencing there was 116 lineal feet, 4 feet high, painted, 93 feet, 6 feet 6 inches high, rough board, 872 feet of 7 feet high boundary fence together with 2 painted turnstiles, 2 painted gates, 2 dressed moulded and painted gate posts, 18 new posts for wire fence, 200 lineal feet of base with 25 new fence post bases painted. The old root house 66 feet by 16 feet by 7 feet was entirely rebuilt with concrete floor, vent shafts, double doors, bin partitions and electric wiring. A doorway was made through concrete foundation of boiler room, also outside concrete steps, the whole inclosed by glass sides and galvanized iron roof; the door in the end of the violet house was raised 18 inches and an addition 18 feet by 16 feet by 10 feet was built to the cool room for flowers. A part of greenhouse cellar was partitioned off for the growing of mushrooms. In the violet house, the beds were made 10 inches higher, the shelving was rearranged and additional heating mains were put in. In the gardens, 6 hot-bed frames with 18 sashes, a plunge bed for azaleas, 475 lineal feet of 4-inch tile and 12 stand-pipes and connections were laid; 42 posts for training vines, 400 boxes for seed planting, 3 trellis frames, 150 stakes for supports, 150 stakes for marking beds, 500 plant labels and 150 feet of 1½-inch hose for watering were supplied.

A tennis lawn 120 feet by 95 feet was formed on the old bowling green, from which eight inches of soil was removed and replaced by gravel, earth and sod well rolled.

In the house dining room, the ceiling cornices, door and window architraves, doors and skirtings were removed and replaced by new cornice, new architraves, mahogany doors and panelled wainscot. New electric fixtures, an electric heater and 2 new tables were supplied to this room. The top of chimney over His Excellency's office being injured by damp had 5 feet of the height removed and rebuilt in firebrick. A concrete floor was laid and walls built in shed to hold wood ashes for gardens; the cement covering of outside walls was thoroughly renewed and the lower part painted; the 2 w.c.'s and the lavatory off front hall were removed and the room floored, repaired, painted and tinted; 26 mosquito screens, 6 step-ladders, 2 tables, 3 cases, 42 packing cases, 1 marble mortar and 2 Quebec heaters were supplied.

At the house, there were 2,180 yards of 2 and 3 coats painting, 1,089 yards cleaning and tinting, 210 yards staining and shellacking, 15 yards bronzing, 108 rolls of papering and 188 feet of reglazing; at the greenhouses, 1,275 yards 2 and 3 coats painting, 350 yards limewashing, 22 yards japanning, 448 feet of reglazing and 32 days scraping and frosting.

Repairs and renewals were made to furniture, heating, plumbing, water and bell services, joinery, plastering and glazing. There were supplied 1 refrigerator, 1 oil heater, 1 stove, 12 lanterns, 2 meat mincers, 9 pans, 1 doz. each knives, forks and spoons, 2 graters, 3 broilers, 3 strainers, 18 glass dishes, 98 crockery bowls, 36 jugs, 50½ doz. glasses, 12 china bowls, 27 doz. plates, 24 doz. cups and saucers, 109 yards of carpet, 1 rug and 33½ yards linoleum were supplied. Of linen there was supplied 12 kitchen table cloths, 12 doz. kitchen rubbers, 6 dozen stable rubbers and 12 china cloths.

At Rideau Cottage, 27½ squares of roof were reshingled and 3 squares of galvanized iron covering laid on deck roof as well as 4 chimneys flashed; 2½ squares of 1½-inch flooring were renewed on verandah; a storm porch was built at rear entrance; double windows were made for basement; there were 914 yds. of 2 and 3 coat painting, 1,170 yards cleaning and tinting, 26 yards enamelling, 98 rolls of papering with necessary cleaning walls, cleaning, staining and varnishing furniture and lettering packing cases. All carpets were cleaned and relaid. Furniture was supplied as follows:— 1 piano and bench, 1 iron and 2 brass bedsteads with mattresses and bolsters, 1 dresser, 1 chest of drawers, 3 easy chairs, 5 pairs curtains, 2 table covers, 2 quilts, 8 cushions and 1 screen; 52½ yards Wilton carpet, 57½ yards Brussels carpet, 84½ yards velvet pile carpet and 26 yards linoleum were supplied and the old carpets were fitted to 4 servants' basement rooms; 50 feet of ½-inch hose were supplied and also 1 bedroom set, 8 odd pieces of bedroom crockery, 1 soup tureen, 15 cups and saucers and 17 tumblers and glasses.

The conservatories were kept in order, the hay was cut and housed, the lawns, drives, &c., rolled and otherwise tended. The ice-house was stored with ice. The roofs, paths, slides, rinks, &c., were cleared of snow by the departmental staff, by whom the grounds, lawns, gardens and plant-houses were maintained. The curling and skating rinks were flooded and tended and the toboggan slide was kept in order.

The usual periodic cleaning, packing and unpacking were done; arrangements for and attendance on entertainments were furnished, and the rinks, slides, &c., kept in order.

Work done under supervision of Wm. Hutchison, superintendent.

IMPERIAL BANK BUILDING, WELLINGTON STREET.

This is a rented building. The Secretary's branch of the Interior Department and the law clerks branch thereof were moved hereto from the Langevin Block. All the rooms were cleaned, tinted, painted and had floors treated. A large

number of signs were written and furniture touched up. A new drain was put in and repairs of masonry, brickwork, carpentry and plastering was done throughout and an old stairway was removed.

Work done under the supervision of this department.

John Shearer, superintendent.

LANGEVIN BLOCK.

In the chemical laboratory of the tobacco division, 2 sinks, a fume cupboard, a ventilation flue, a water storage tank and the necessary water and gas service as well as drainage supplied and fitted up; a new post office with pigeon-holes and counter was fitted up for Agriculture Department; 3 adding machines were connected for the Post Office Department; 11 rooms were cleaned, tinted, painted and had floor treated, 7 for the Post Office Department and 4 for the Agriculture Department; 16 new doors and frames were supplied, 12 for the Post Office Department and 4 for the Agriculture Department; 6 windows and frames were inserted for the Post Office Department; 92 drop lights were supplied, 57 to the Agriculture Department, and 35 to the Post Office Department; 15 desk lamps were supplied, 10 to the Agriculture Department and 5 to the Post Office Department; 9 rods and curtains were supplied to the Agriculture Department; 21 chair cushions were supplied, 14 to the Agriculture Department and 7 to the Post Office Department; 6 book cases were supplied to the Agriculture Department; 9 tables were supplied to the Agriculture Department and 2 to the Post Office Department; 6 step-ladders each were supplied to the Agriculture Department and the Post Office Department; 259 lineal feet of shelving was fitted up for the Agriculture Department and 60 feet for the Post Office Department; 2 radiators each, were fitted up and connected for the Agriculture Department and the Post Office Department; 5 water closet basins were set up and connected for the Post Office Department to which were supplied 2 cupboards, 12 boxes, 6 window poles, 2 crates, 16 tungsten lamps, as also 12 wire and 2 repp panels for screen; 6 window poles, 16 fly-screens, a number of electric irons and 50 feet of partition were supplied the Post Office Department, and a large number of articles of furniture repaired, lights reglazed and minor repairs in all trades.

The corridors of the first, second and attic floors were cleaned, tinted and painted, including 5,306 yards washing and tinting, 1,295 yards of 2 coat painting, 4,109 lineal feet of piping and 49 radiators as well as 818 yards of elevator cage coated with aluminum paint.

Work done under the supervision of this department.

John Shearer, superintendent.

MAJOR'S HILL PARK.

Usual and ordinary repairs were effected and the grass and flower display well kept up, the chrysanthemum display being especially good and the spring display consisting of 44,000 bulbs.

Work carried on under the supervision of the department.

John Shearer, superintendent.

Thomas Davis, gardener.

MILITIA BUILDING, SLATER STREET.

Two electric blue printing machines were set up and connected; 4 rooms were cleaned, tinted and painted and had floor treated; repairs were made to elevator and drain; there were supplied 4 pigeon-holes cupboards, 2 book cases, 4 tables, 4 step-ladders, 4 glass cases, 9 window deflectors, 4 chair cushions, 40 feet shelving and 1

panel partition; 2 fireplaces were bricked up and repairs were made to 26 chairs, 9 desks, 7 tables and locks and ironmongery; 48 lights were reglazed, a number of signs were written and furniture painted and varnished.

Work done under the supervision of this department.

John Shearer, superintendent.

OFFICES NO. 98, WELLINGTON (Nagle Block).

This is a rented building, 4 rooms were cleaned, tinted and painted and the floors treated.

Work done under the supervision of the department.

John Shearer, superintendent.

PARLIAMENT BUILDINGS.

In the vault under the main lobby, a system of wiring for telephones, bells and lighting was installed, the pipes covered with asbestos, and wiring was done for a large number of electric clocks. A system of plenum ventilation for the Hansard staff rooms connected with the Commons plenum system, but with a separate fan for use when that of the Commons system was not in use, was installed. For the House of Commons offices, a number of exhaust fans was supplied and all the bell connections therein were gone over and in places supplemented. In the Speaker's apartments, a new dressing room for ladies was formed; a wood-plastered partition, two of terra cotta, plastered, and one panelled partition were erected: a cement floor was put in at the bottom of elevator shafts; in the Commons, 28 rooms were cleaned, the walls and ceilings tinted, the woodwork painted and the floors treated and three rooms similarly renovated in the Senate; twelve new lavatory basins were put in for the House of Commons staff as also 3 sinks, 1 ice-box, 1 gas log, 2 radiators, 5 cluster light fixtures, 1 massage vibrator, 1 faucet, 10 new doors and frames, 4 new floors, 4 wire panel doors, 3 screen doors, 73 cupboards, 8 sets book shelves, 2 baize doors, 16 sets book shelves, 4 tables, 3 fire screens, 485 lineal feet shelving, 6 step-ladders, 20 rods and curtains, 109 newspaper racks, picture moulding in 9 rooms and 3 shower baths; repairs were made to 65 chairs, 8 sofas, 425 feet of shelving, ventilation, plastering, masonry, &c.; a large quantity of furniture was cleaned, painted or varnished including cupboards, double windows, doors, signs, hat racks, chairs, desks, tables, shelves, files and sofas; 231 lights of plain or fancy glass were glazed and all the corridors were touched up. At the Senate, 21 lights were reglazed and throughout the building the locks, ironmongery and brass work were repaired, cleaned, in part renewed and put in order.

Work done under the supervision of this department.

John Shearer, superintendent.

PARLIAMENT GROUNDS.

Some 935 lineal feet of the gravelled roadway 32 feet in breadth was paved with concrete foundation finished in asphalt and, owing to the new addition to the Parliament Buildings diverting the footpaths, 406 lineal feet, 8 feet broad, of footpath, similarly constructed, was laid. The aforesaid addition necessitated the removal of 300 yards of soil from the roadway and the regrading of 2,633 super. yards of lawn using a like number of yards of sodding; 1,800 trees and shrubs were planted along Lovers' Walk and 5 guns, captured by the Canadian Contingent during the last Boer war in South Africa, were set up in the rear of the Parliamentary Library.

49,000 bulbs were used in the spring display.

Work executed under the supervision of Jno. Shearer, superintendent.

T. Davis, gardener.

POST OFFICE BUILDING.

An addition was made to the mail entrance and a new letter drop put in. The elevator was painted. Observation galleries were erected on ground and first floor; water filters and window awnings as well as a number of carpets and articles of furniture were supplied and some changes made in plumbing.

New stone steps were constructed at outside letter drops; at the foot of the elevator in basement, excavation was done and a brick wall demolished and rebuilt; a set of water closets was installed in the basement and 3 water closets and one lavatory basin in attic; a pump to raise water to the height of the attic closets was fitted up and connected in basement; a partition was built in the attic and two others in the basement; the floors of the ground floor were oiled 9 times during the year; painting was done in the Money Exchange and 39 lights of glass were glazed.

Work done under the supervision of the department.

J. Shearer, superintendent.

PRINTING BUREAU.

Five new offices were fitted up with lavatory basins, heating apparatus, lighting, bells, &c. The parliamentary room was painted and the office of the superintendent of printing as also the Franchise room were renovated. Fifty lights were glazed and there were supplied 2 new doors with frames, 12 chair cushions, 1 work bench with drawers and cupboards, 14 drop lights, 1 desk lamp, 10 3-light fixtures and 5 arc lamps.

Work supervised by this department.

John Shearer, superintendent.

REGAL BUILDING, O'CONNOR ST.

This is a rented building. The Labour Department was moved to this building from original quarters in the Molsons Bank Building, Metcalfe street, and from the G.N.W.T. Building, Sparks street. A quantity of new office furniture and special library and office fittings were supplied. A complete system of call bells was hung and 2 desk lamps, 2 drop lights, 4 3-light fixtures and 6 electric fans were installed. From the departmental workshop were supplied: 16 feet of counter with shelving, doors, &c.; 3 pine cupboards, 4 desks, 4 cloth doors, 8 rods and curtains and 64 lineal feet of partition. Repairs and alterations were effected to furniture, shelving, doors, windows and cupboards, and locks, keys, &c., supplied.

The D.O.C., No. 4, Canadian Militia, was removed from the Molsons Bank hereto and supplied with complete systems of lighting, telephones, bells, &c., as well as furniture, fittings and carpets.

The Insurance branch of the Finance Department was removed to the top flat of this building.

All under the supervision of this department.

John Shearer, superintendent.

REPAIRING STREETS, ETC.

The north side of Dufferin bridge was repaired.

Scraping, cleaning and general repairs were done to the various roadways, footpaths and streets, under the control of the department. Rubbish, scrapings and ashes were removed from the East Block, West Block, Langevin Block, Parliament Buildings, Workshops, Post Office, Printing Bureau, Museum, Archives Building, Military Store building, the Mint, the several rented buildings and the various streets, and

deposited at Nepean Point; the grass at Printing Bureau, about Cartier Square, Royal Mint, Wellington street, two bridges, Survey office, Fisheries Museum, Archives building and Geological Museum was kept clipped; manure was drawn on and removed therefrom, and the ashes removed from the boiler-houses and furnace-rooms of the various buildings; the roadways, sidewalks, footpaths, roofs and yards were kept clean of snow and the footpaths sanded during the winter.

Work done by the departmental staff.

Superintendent, John Shearer.

SEYBOLD BUILDING.

(Corner of Sparks and O'Connor Streets).

This is a rented building. The waste pipes were cleaned and the entrance doors, some partitions and the skylight were repainted. In the top flat for the Marine Department the rooms were cleaned, tinted and painted and were fitted up with a lavatory basin and 3 radiators.

Work done under the supervision of this department.

John Shearer, superintendent.

RESIDENCE FOR CHIEF ASTRONOMER.

The construction of this building, which is to be a two story brick building with a wooden roof and a concrete stone-faced basement, to be erected at the Central Experimental Farm, was contracted for on 25th February, 1909. Exclusive of verandah and a projection to contain cellar stairway, the building measures over all 47 feet by 41 feet 3 inches. The basement partitions are of brick and the floors in part cement, the remaining floors and partitions and the stairs and roof are of wood. The basement is to contain a childrens' play-room, a furnace and fuel room, a laundry, 2 store-rooms and a w.c. room; the ground floor, a dining room, a parlour, a study, a breakfast room, a kitchen and two pantries; the first floor 4 bedrooms, a sitting-room, a dressing-room, 2 bath rooms, a w.c. room and a stairway hall, and the attic 5 bedrooms, a bath-room, closets, &c. Hot water heating and electric lighting are to be installed.

Plans, &c., prepared and work supervised by this department.

Contractors for construction of the building, Doran & Devlin.

Contractor for heating apparatus, Martel & Langelier.

REFINERY BUILDING, ROYAL MINT.

This is a two story stone building situated within the Royal Mint inclosure a contract for the construction of which was entered into on the 7th September, 1909, and the constructive features of which are similar to those of the Main building. It measures 60 feet by 30 feet on plan and contains on the ground floor a melting room, a stronghold, an office, an entrance hall, a bath and lavatory room, a w.c. room, an elevator and a stairway; on the first floor are a silver cell room, a gold cell room, a laboratory, a rolling room, a gold dissolving room, a generator and switch-board room, an upper hall and a w.c. room. Heating is by steam.

Plans, &c., prepared and work supervised by this department.

Clerk of Works, J. Kennedy.

Contractor, John O'Leary.

ROYAL MINT.

Cesspools, chimneys, coal bins and fume closets were built; the gateway was paved with scoria blocks, and ventilators were put in.

Work done under the supervision of this department.

John Shearer, superintendent.

SUPREME COURT BUILDING.

The ladies' lavatory and the dining room were cleaned throughout, tinted, painted and floors treated, there were a new closet and a slop sink fitted up. Vent pipes were fitted to 4 of the basin traps. From the workshop were supplied: 3 cupboards, 3 pigeon-hole cases, 2 screens, 2 tables and 25 lineal feet of shelving, a number of signs were written, repairs made to cupboards, desks, chairs, floors, windows and 18 lights were glazed.

TRAFALGAR BUILDING.

(Corner Bank and Queen Streets.)

Offices were rented in this building for the Accountants' Branch of the Interior Department, the Civil Service Commission and the Annuities Branch of the Trade and Commerce and thirteen rooms were tinted and the floors oiled. For the Civil Service Commission were supplied 1 desk, 1 book rack, 2 tables, 2 cupboards, 2 rods and curtains and a few cupboards and boxes were painted. Repairs were made to desks, tables, chairs, doors, windows, &c.; 17 lights were reglazed. The offices of the Under Secretary of State, External Affairs, was moved from the Eastern Block to offices in this building.

Work done under the supervision of this department.

John Shearer, superintendent.

WESTERN BLOCK.

The Public Works Record rooms on the first floor, three in number, were formed into one room by the removal of the intervening partitions, one of which passed up through the attic to the roof and included a large chimney, this involving the supporting of the floors of the attic rooms over on steel girders and making good plastering, &c. New furniture and fittings were supplied throughout.

Thirty rooms were cleaned, tinted and painted and the floors treated—13 in the Public Works Department, 11 in the Customs Department, 6 in the Inland Revenue Department and 2 in the Marine Department together with 766 yards of tinting and 20 yards of painting in corridors. In the Inland Revenue Department, a cupboard with gas, and water connections was removed and a table with gas, water and drainage substituted; 18 hardwood floors were laid—6 for the Inland Revenue Department, 4 for the Marine Department, 3 each for the Public Works Department and the Customs Department and 2 for the Trade and Commerce Department; 37 new windows and frames were put in—6 for the Marine Department, 5 for the Public Works Department, 3 for the Inland Revenue Department, 2 for the Mounted Police Department and 21 for the Customs Department. A telephone bell was hung for the Inland Revenue Department; 22 rods and curtains were supplied, 6 each to Railways and Canals Department and Inland Revenue Department; 5 each to Marine Department and Customs Department; 7 cloth covered doors were hung, 3 for the Inland Revenue Department and 2 each for the Railways and Canals Department and the Marine Department; 31 tables were supplied—13 for the Marine Department, 5 for the Public Works Department, 11 for the Inland Revenue Department, 6 for the Railways & Canals Department and 7 for the Railway Commission; packing cases were supplied—172 for the Customs, 26 for the Marine Department, 38 for the Trade and Commerce Department, 16 for the Railways and Canals and 6 for the Railway Commission; 44 cupboards were supplied, 10 to the Customs Department, 7 to the Railways and Canals, 24 to the Public Works Department and 3 for the Marine Department; shelving was supplied—135 lineal feet to the Customs Department, 137 for the Trade and Commerce Department, 40 lineal feet to the Inland Revenue Department and 50 lineal feet to the Marine Department; 2 glazed partitions

with doors were erected in the Customs Department, 20 feet of partition in the Marine Department, 35 feet in the Public Works Department, 80 feet in the Trade and Commerce Department and 15 feet in the Railway Commission offices; 6 step-ladders were supplied—3 each to the Customs Department and Railway Commission offices; 3 pigeon-hole cases and 4 chart cases were supplied the Marine Department; wash basins were supplied and connected, 2 each in the Public Works Department, Railways & Canals Department and the Mounted Police Department, and 1 in the Inland Revenue Department; the Public Works Department was furnished 1 electric pump, 1 gas log, 1 dumb-waiter and 3 fire screens; 5 window deflectors and a skylight were fitted up; 3 rooms were picture moulded and 150 signs were written for the Customs Department; 125 drop lights were installed, 17 for Public Works Department, 12 for Mounted Police Department, 21 for Inland Revenue Department, 12 for Customs Department, 63 for Marine Department, and 9 for Railways and Canals Department; desk lamps were supplied—6 for the Customs Department, 7 for the Marine Department, 5 for the Railways and Canals Department and 2 for the Public Works Department; 26 sets of map-rollers and 8 stools were supplied to the Public Works Department which had also 3 telephone extensions made: 1 water closet and 3 ventilators were supplied to the Railways and Canals Department; 21, 2-3-4 and 5-light fixtures were supplied—1 to the Mounted Police Department, 2 to the Trade and Commerce Department, 5 to the Railways and Canals Department, 3 to the Customs Department, 8 to the Public Works Department and 2 to the Inland Revenue Department; desks were supplied, 12 to the Inland Revenue Department, 9 to the Customs Department and 2 to the Trade & Commerce Department; fans were supplied, 9 to the Marine Department, 4 to the Public Works Department and 1 to the Railway Commission offices; 30 tungsten lamps were provided for the Public Works Department, 5 for the Marine Department, 7 for the Trade & Commerce Department, 2 for the Railway Commission offices and 18 for the Inland Revenue Department; 7 radiators were supplied the Customs Department, 2 the Inland Revenue Department, 2 the Public Works Department and 1 the Marine Department; 3 storm sashes, 3 ventilators, 4 doors and 4 chair cushions were supplied to the Marine Department; a fire screen was supplied to the Mounted Police Department; 1 chest to the Trade and Commerce Department and 3 fan-lights to the Railway Commission offices. A large number of signs were written for the various departments and lights glazed for all. Furniture was repaired and revarnished in all the departments. A quantity of linoleum was laid in the corridors; the iron crestings of the roof were painted, and a large number of changes and additions were made to the telephone, light and bell services.

There were also repairs to a large number of articles of furniture, as also minor jobs of painting, lettering and of joinery. The roofs, roads and footpaths were kept free from snow. The winter sashes and summer blinds were cleaned, put on, taken off and stored periodically.

Work done under the supervision of this department.

Superintendent, John Shearer.

BUILDINGS AND GROUNDS GENERALLY.

In addition to the works mentioned in the foregoing, there are innumerable smaller works, i.e., there are items of repair done by the roofers, the masons, plumbers and other trades; items taking each a number of days' work of a tradesman, besides material to accomplish. Besides all these, in connection with the various other buildings, the property of the government, there are similar works of repair, painting, furnishing, tinting, &c., in connection with a number of rented buildings; also such works as repairs to and renewals of coal and other sheds, as well as works of a general character, such as the erection and taking down and storing of porches, winter boarding outside steps, &c., &c., all of which are done by the departmental staff.

PARKHILL.

PUBLIC BUILDING.

This building, which was described in last year's report, is still in progress of construction.

Plans and specifications prepared by this department.
Clerk of works, James Phelan.
Contractors, W. J. Leslie and W. A. Macheill.
Contractors for lighting, The Commercial Electric Co.
Contractors for heating, Macdonald & Curtis.

PETERBOROUGH.

DRILL HALL.

This building, which was described in a previous report, is completed.

PETROLEA.

PUBLIC BUILDING.

A new bath-room with hot water boiler connections and extension of drain was provided, under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

SARNIA.

PUBLIC BUILDING.

The interior was painted; shelves were fitted up in the Custom House, six new window shades were provided and a sidewalk was laid—under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

ST. CATHARINES.

PUBLIC BUILDING.

New lavatories were fitted up in the customs postal office examining warehouse; some new awnings and fly screens were supplied as also some new roof cresting; the caretaker's quarters were papered, and some minor repairs made throughout the building, all under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

ST. MARY'S.

PUBLIC BUILDING.

Alterations of box screen was made and some new shutters supplied, under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

ST. THOMAS.

PUBLIC BUILDING.

Carpentry and ironwork of this building were cleaned and painted outside and inside and the walls and ceilings cleaned and kalsomined excepting two rooms in caretaker's apartments which were papered; the stonework was repointed; the fence and the cement sidewalk were rebuilt; the roadway was regravelled, and a new letter plate supplied the post office, all under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

STRATFORD.

PUBLIC BUILDING.

The interior was repapered, repainted, &c.; new window shades were supplied the post office and custom house; the entrance doors were cleaned, and repairs were effected to plumbing, carpentry, joinery, glazing, ironmongery, &c., all under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

SIMCOE.

PUBLIC BUILDING.

This building is completed and occupied.

STRATHROY.

COMPANY ARMOURY.

This building, which was described in a previous report, is completed.

TORONTO.

ASTRONOMICAL OBSERVATORY.

This building, which was described in a previous report, is completed.

CUSTOM HOUSE.

There were supplied 2 desks, 1 cabinet, 2 sectional book cases (12 pieces) and one chair, under the supervision of Thos. H. Hastings, Clerk of Works, Toronto.

EXAMINING WAREHOUSE.

No. 3 elevator had the weights changed and extensive alterations made to it, under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

MAGAZINE AT OLD FORT YORK.

This building, which was described in my last year's report, is completed.
Plans and specification prepared by this department.
Work supervised by Thos. H. Hastings, Clerk of Works, Toronto.
Contractors, A. C. Baker and Andre Joodahl.

POST OFFICE.

Three oscillating fans were installed; 8 parcel receptacles were made for Postal Customs branch; 24 standard oak cases for M.O. advices were supplied, 2 ash cases for mail delivery, counter for Postal Customs branch, 65 iron case slides for Registry branch; one gun cabinet, one dust proof cabinet, one plain cabinet, two oak cases, two ash cases, two slip cupboards and storeroom fittings; three tables were altered, and repairs were made to fittings, furniture, brass work, glazing, ironmongery, &c.
Work supervised by Thos. H. Hastings, Clerk of Works, Toronto, Ont.

INLAND REVENUE AND ASSISTANT RECEIVER GENERAL'S OFFICE,

Doloment floors were laid in the halls and corridors, some furniture was supplied and some minor usual and ordinary repairs effected, all under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

METEOROLOGICAL BUILDING.

Six oak tables, a cupboard, a cabinet, a number of chairs, some rugs and a fire set were supplied, under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

POSTAL STATION 'C.'

The caretaker's quarters were painted and papered, under the supervision of Thos. H. Hastings, Clerks of Works, Toronto, Ont.

POSTAL STATION 'D' (West Toronto).

Roadway, sidewalk with curb and iron fence were laid and erected and soil provided for top dressing grounds, all under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

POSTAL STATION 'E.'

A safe was supplied and new fittings put in, under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

POSTAL STATION 'F.'

A stamp vendor's compartment with brass wicket was installed, the brass grille was removed from the registration branch and a glass frame fitted in. Work supervised by Thos. H. Hastings, Clerk of Works, Toronto, Ont.

POST OFFICE.

Alterations and Additions.

These consist of an addition, partly two stories and partly one, along the east side to the north front 32 feet broad by 156 feet long and an additional story over the one story portion of the north front 68 feet long by a depth of 80 feet. The addition on the eastern side has 55 feet of the south end two stories as well as 29 feet of the north end. These additions are of similar material, heights of stories and architectural treatment with the adjoining work. The basement throughout is continuous with and undivided from the ground floor of the original building. The new upper story of the north front is undivided; the upper story at the southern end of the eastern addition is divided into two rooms and that at the north end is divided into a lunch room and a lavatory.

Plans, &c., prepared by this department.

WALKERTON.

PUBLIC BUILDING.

Some rooms in the caretaker's quarters were papered; oil cloth was laid in post office, and some repairs and alterations of fittings, furniture and ironmongery made, under the supervision of Thos. H. Hastings, Clerk of Works, Toronto.

WELLAND.

PUBLIC BUILDING.

This building, which was described in last year's report, is still in progress of construction.

Plans and specification prepared by this department.
Clerks of works, Edgar Rounds.
Contractors, Nagle and Mills.
Contractor for lighting, H. J. Breay.
Contractor for heating, S. P. Gourlay.

WHITBY.

PUBLIC BUILDING.

This building, which was described in my last year's report, is yet in progress.
Plans and specification prepared by this department.
Clerk of works, W. H. Bradshaw.
Contractors, H. Gay & Sons.
Contractor for lighting, W. J. Trick.
Contractors for heating, Martel & Langelier.

WINDSOR.

PUBLIC BUILDING.

The metal roof covering was thoroughly repaired; the newspaper and letter boxes and posts were repainted; a portion of the interior was painted, and minor repairs made to furniture, &c., under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

WOODSTOCK.

PUBLIC BUILDING.

Alterations of and additions to P. O. screen were effected and repairs were made to boiler smoke pipe, &c.

Work done under the supervision of Thos. H. Hastings, Clerk of Works, Toronto, Ont.

PROVINCE OF MANITOBA.

BRANDON.

PUBLIC BUILDING.

A new hardwood floor was laid on the ground floor and some alterations made to the post office box screen, under the supervision of Jos. Greenfield, resident superintendent, Winnipeg, Man.

DAUPHIN.

POST OFFICE, LANDS OFFICES AND CUSTOMS OFFICE.

This building, which was described in my last annual report, was completed during the fiscal year.

In addition, it was found necessary to furnish a new well, outside closets and drainage for roof water.

Plans and specifications prepared by this department.
Clerk of Works, W. Bessons.
Contractor, S. Brown.
Contractors for fittings, Oshawa Furniture Company.
Contractors for lighting, City of Dauphin.

EMERSON.

PUBLIC BUILDING.

This building, which was described in my last annual report, is still in progress of construction.

Plans and specifications prepared by this department.

Clerk of Works, F. Smith.

Contractor, S. Brown.

Contractors for fittings, Oshawa Interior Fittings Company.

NEEPAWA.

PUBLIC BUILDING.

This building is completed and occupied.

PORTAGE LA PRAIRIE.

PUBLIC BUILDING.

The exterior was painted and repairs were made to floors, &c.

Work supervised by Jos. Greenfield, resident superintendent, Winnipeg, Man.

WINNIPEG.

FORT OSBORNE BARRACKS.

GUARD ROOM, OFFICES AND STORES BUILDING.

This building, which was described in my last year's report, is completed, wired for lighting, fitted for hot water heating and furnished with steel and other fittings, furniture, &c.

QUARTERS FOR MARRIED MEN.

Necessary window shades, storm doors and fanlights were supplied, as also fences and cement footpaths, under the supervision of Jos. Greenfield, resident superintendent, Winnipeg, Man.

NEW EXAMINING WAREHOUSE.

It is expected that this building, which was described in a previous report, will be completed at an early date.

WINNIPEG.

IMMIGRATION BUILDING NO. 1.

The building was repainted throughout and repairs were made to plumbing, chimneys and roof; all under the supervision of Jos. Greenfield, resident superintendent, Winnipeg, Man.

OLD EXAMINING WAREHOUSE.

Repairs were made to plumbing, heating, carpentry, &c., under the supervision of Jos. Greenfield, resident superintendent, Winnipeg, Man.

WINNIPEG.

CUSTOM HOUSE.

Repairs were made to plumbing, joinery and furniture.

Office furniture was supplied to the Appraiser's office and also to the Customs parcels office, under the supervision of Jos. Greenfield, resident superintendent, Winnipeg, Man.

LANDS OFFICE.

A new fireproof safe was supplied, under the supervision of Jos. Greenfield, resident superintendent, Winnipeg, Man.

PROVINCE OF SASKATCHEWAN

ESTEVAN.

PUBLIC BUILDING.

This building, which was described in my last annual report, is still in progress of construction.

Plans, &c., prepared by this department.

Clerk of Works, G. F. Faulkner.

Contractors, Snyder Brothers.

Contractors for lighting, N. W. Electric Company.

Contractors for heating, Winnipeg Light, Heat and Power Company.

INDIAN HEAD.

FORESTRY FARM.

The seed drying house was painted and three sections of filing cases for papers supplied.

Works supervised by W. S. Mollard, Clerk of Works, Sask., and Alta., Regina.

PRINCE ALBERT.

SASKATCHEWAN PENITENTIARY WORKSHOPS.

A contract for the construction and completion of this building, inclusive of the heating and electric lighting systems, was entered into on September 7, 1909.

The building consists of a main portion having three stories and basement with a frontage of 35 feet 7 inches by a depth of 48 feet, together with two lateral wings each 40 feet in depth by 120 feet in length, and two stories in height. One wing devoted to workshops, and the other, three stories of 44 cells each, excepting 36 feet in length at the proximal end, which is a kitchen on the ground floor and a chapel on the first floor. The main portion has a basement divided into boiler room, fuel room and root cellar; a ground floor divided in vestibule, mail hall and deputy warden's office, and a first floor for the hospital, surgery, &c. The walls and partitions are brick concrete lined on concrete foundation walls, and the remaining construction materials principally wood.

Plans, &c., prepared by this department.

Clerk of Works, F. W. Dickenson.

Contractors, The Saskatchewan Building Construction Company.

REGINA.

SEED AND GRAIN DISTRIBUTION OFFICE.

A number of rooms were rented and furnished for these services, under the supervision of W. S. Mollard, Clerk of Works, Sask., and Alta., Regina.

IMMIGRATION HALL.

A new site consisting of lots 22 and 23 in block 248, St. Johns street, Regina, was purchased and the building was removed from the former site, on Canadian Pacific Railway right of way on Broad and South Railway streets, which had been held under lease. A cellar was excavated and the building raised on a stone foundation, the cellar and summer kitchen concrete floored and plastered, the stairways and chimney continued down to the cellar, a hot air heating system was installed and the entire building, as also the sheds and outhouses were painted and kalsomined; all under the supervision of W. S. Mollard, Clerk of Works, Saskatchewan and Alberta, Regina, Sask.

LANDS OFFICE.

The grounds were levelled; some painting and kalsomining were done; a fence was constructed and concrete steps were made at entrance; all under the supervision of W. S. Mollard, Clerk of Works, Saskatchewan and Alberta, Regina, Sask.

GENERALLY.

The Dominion buildings were decorated on the occasion of the laying the corner stone of the Saskatchewan Parliament Buildings; 35 street letter boxes were repainted.

Work supervised by W. S. Mollard, Clerk of Works, Saskatchewan and Alberta, Regina.

PROVINCE OF ALBERTA.

EDMONTON.

PUBLIC BUILDING.

This building, which was described in a previous report, is complete and fitted up with office fittings, furniture, elevator, electric lighting, hot water heating and tower clock.

MOOSEJAW.

PUBLIC BUILDING.

The building was cleaned, tinted and painted, and furniture was supplied for the Lands Office; all under the supervision of W. S. Mollard, Clerk of Works, Saskatchewan and Alberta, Regina, Sask.

IMMIGRATION BUILDING.

Two stoves and a number of articles of furniture were provided, under the supervision of W. S. Mollard, Clerk of Works, Saskatchewan and Alberta, Regina, Sask.

SASKATOON.

LANDS OFFICE.

A counter with gates, &c., a quantity of shelving, a cabinet, a clock, linoleum and window shades were supplied, under the supervision of W. S. Mollard, Clerk of Works, Saskatchewan and Alberta, Regina.

YORKTON.

POST OFFICE, LANDS OFFCE AND CUSTOMS OFFICE.

The building was described in my last annual report.
Plans and specifications prepared by this department.
Clerk of works, J. W. Christie.
Contractor, S. Brown.
Contractors for lighting, MacCallum & Co.
Contractors for heating, Cotter Bros.

PROVINCE OF BRITISH COLUMBIA.

FERNIE.

PUBLIC BUILDING.

This building, which was previously described, was destroyed by fire on August 1, 1908, and is now reconstructed and occupied.

NANAIMO.

PUBLIC BUILDING.

Partitions in old telegraph office and examining warehouse were removed; blinds were supplied the government telegraph office; a brass letter receiver was installed and repairs were made to slate roof gutter, flat roof, electric wiring, plumbing, gas fitting, carpentry, &c. The street letter boxes were painted. All supervised by Wm. Henderson, resident architect, Victoria, B.C.

NEW WESTMINSTER.

PUBLIC BUILDING.

Steel filing cabinets were supplied for Public Works office and Crown Timber and Lands office; the fire escapes, flagpole and iron fence were cleaned and repainted; the Crown Timber office was cleaned and painted; furniture was supplied to a number of offices; some fixtures were altered and repairs were made to heating, plumbing, &c.; all under the supervision of Wm. Henderson, resident architect, Victoria, B.C.

INDIAN AND FISHERIES BUILDING.

A ladder was supplied, an addition was made to chimneys and repairs were made to plumbing and clock, all under the supervision of Wm. Henderson, resident architect, Victoria, B.C.

NELSON.

PUBLIC BUILDING.

A stone driveway was laid to yard; a cast iron drain constructed under sidewalk; a concrete sidewalk laid; a maple floor laid in post office; walls and ceilings of hall

and staircase painted; the street letter boxes repaired and painted; window shades supplied; some walls and ceilings were painted and repairs effected to floors and door; all under the supervision of Wm. Henderson, resident architect, Victoria, B.C.

ROSSLAND.

PUBLIC BUILDING.

The caretaker's quarters were kalsomined, the porch, entrance and mail entrance shed were painted and some repairs were made to plumbing, under the supervision of Wm. Henderson, resident architect, Victoria.

VANCOUVER.

NEW PUBLIC BUILDING.

This building, which was described in a previous report, is completed; fitted with hot water heating, electric light wiring, striking tower clock, office fittings, furniture, &c.

ORIGINAL PUBLIC BUILDING.

A new sewer was laid on Granville street and the building connected therewith; the street letter boxes were painted; five desks, six sorting cases, five pigeon-hole cases, four stools and two sets of furnace grates were supplied. Repairs were made to alley pavement, footpaths, street boxes and p.o. locks; a skylight was reglazed, the flag-pole was repainted and four boards, two doors and a wicket were lettered, a number of signs painted, some carpets supplied and some cleaning done to walls and ceilings; all under the supervision of Wm. Henderson, resident architect, Victoria, B.C.

VICTORIA.

IMMIGRATION HOSPITAL.

This building, which was described in a previous report, is completed.

MARINE BUILDING (Old Custom House).

The wire fence from street to wharf was rebuilt; a room for surveyor was partitioned off the Indian office; vault fittings, blackboards, desks, cabinets, chairs, stools and a washstand were supplied and a new skylight put in roof. Repairs were made to roof, heating apparatus, &c.; all under the supervision of Wm. Henderson, resident architect, Victoria, B.C.

OLD POST OFFICE BUILDING.

The flooring on first floor was renewed and closets in courtyard were refloored in concrete and reroofed; all under the supervision of Wm. Henderson, resident architect, Victoria, B.C.

PUBLIC BUILDING.

The contract for addition which was referred to in last year's report is completed and the heating, lighting and water services extended thereto and furniture and fittings supplied.

The street letter boxes were repainted; a filter was supplied to P.O. Inspector's office; partition between postal parcels department are taken down and rebuilt and

the fixtures in old room moved to new office; a new safe was supplied as well as office chairs, cushions, carpets, pigeonhole cases, blinds, desks, notice board, hat and coat rails, tables, and additional lengths of counter.

Work done under the supervision of Wm. Henderson, resident architect, Victoria, B.C.

WILLIAMS HEAD.

QUARANTINE STATION.

The exterior, including roofs and window and door screens of the laboratory, superintendent's stable and work-shed, tank house, Japanese and Chinese buildings, two w.c. buildings, ice-house, water-house, cook house and store-houses, were painted two coats, as also the interiors, walls and ceilings of the first-class detention building, main hospital, superintendent's kitchen, pantry and bedroom, caretaker's residence and captain's residence. A concrete foundation was constructed under Captain's residence; the laundry chimney was taken down and rebuilt; a new disinfection retort was installed; the tank in Chinese building was taken down and rebuilt; a new sulphur dioxide blast and a new steam disinfection chamber were installed; a formaldehyde regenerator was installed and connected with disinfection chamber and two wash basins were supplied. In connection with the foregoing installations, steam pipes, return pipes, water supply pipes and vacuum exhaust pipe connections with valves were made, covered, painted, &c.; drains were extended and altered; sewers were repaired, enlarged and extended; situation of pump was altered; rails were relaid; sheaves, brackets and beams supplied, and counter weights refilled. Two smoke stacks and three flagpoles were painted and repairs were made to roofs, carpentry generally, locks, hinges, gutters and plumbing.

Work done under the supervision of Wm. Henderson, resident architect, Victoria.

YUKON TERRITORY.

PUBLIC BUILDINGS.

General repairs and maintenance of the various public buildings throughout the territory were effected, under the supervision of S. A. Bertrand, superintendent of public buildings, Yukon Territory.

LIST OF YUKON PUBLIC BUILDINGS.

Dawson, Administration Building.
Dawson, Government House (Commissioner's residence).
Dawson, Post Office.
Dawson, Court House.
Dawson, Government Warehouse.
Duncan Creek, Mining Records Office (rented).
Glacier Creek, Mining Records Office.
Carcross, Mining Records Office (rented).
Kluhane, Mining Record office.
Indian River District (rented).

PART IV

CHIEF ENGINEER'S REPORT

ON

HARBOUR AND RIVER WORKS

INCLUSIVE OF

GRAVING DOCKS AND DREDGING OPERATIONS

ALSO

ROADS, BRIDGES AND SURVEYS THROUGHOUT THE DOMINION.

REPORT OF THE CHIEF ENGINEER.

DEPARTMENT OF PUBLIC WORKS OF CANADA,
CHIEF ENGINEER'S OFFICE,
OTTAWA, July 25, 1910.

R. C. DESROCHERS, Esq.,
Assistant Secretary,
Department of Public Works.

SIR,—I have the honour to submit the annual report on the various works under my charge during the fiscal year ended March 31, 1910.

These works comprise the construction and repair of wharfs, piers, breakwaters, dams, weirs, bank and beach protection works; the improvement of harbours and rivers by dredging; the construction, maintenance and operation of government dredging plant; the construction and maintenance of graving docks; the construction, maintenance and working of slides and booms; the construction and maintenance of interprovincial bridges and approaches thereto, and of bridges on highways of federal importance in the Northwest Territories and the maintenance of military roads; also hydrographic and ordinary surveys and examinations, inclusive of precision levelling and geodetic measurements which are required for the preparation of plans, reports and estimates; the testing of cements, &c.

I have the honour to be, sir,
Your obedient servant.
EUG. D. LAFLEUR,
Chief Engineer.

PROVINCE OF NOVA SCOTIA.

ABERCROMBIE POINT.

Abercrombie Point, Pictou county, is on the south side of Pictou harbour, between the entrances of the East and Middle rivers, and nearly opposite the town of Pictou.

A wharf, built by the harbour commissioners in 1888, and repaired by the department in 1891-2 (originally a block and span structure 20 feet in width, with a T head, extending 505 feet to four feet at extreme low water on flats dry at low water to within 170 feet of the outer end), consisted, when its reconstruction was undertaken, in 1908-9, of an approach of brush and stone 77 feet in length and the remains of 13 cribwork blocks of which two were in the T head.

Spring tides rise 6 feet, neaps 4 feet.

In 1908-9, the sum of $1,831.41 was expended in procuring all the native timber and iron required for reconstructing the block and span work with the exception of the floor-stringers and covering, and in reconstructing the four inner blocks from ground level.

During the fiscal year 1909-10, the sum of $5,714.56, was expended, $2,815.45 in procuring the creosoted timber which was paid for out of the appropriation for 'creosoted timber,' and $2,899.13 in reconstructing the nine outer blocks (two from three feet above extreme low water, four from ground level, and three at outer end, from two feet below extreme low water), in placing new floor-stringers, covering and guard rails over the whole of the block and span work, and in repairing the approach at its junction with the inner block.

Work was in progress April 7, to 30, June 1 to July 8, July 23 to August 28, September 7 to 14, and October 4 to 12.

Total expenditure by department to March 31, 1910, $8,410.19.

ANDERSON'S COVE.

Anderson's cove, Annapolis county, is a scarcely perceptible indentation in the coast line, on the south side of the Bay of Fundy, 16 miles east of Digby Gut, 2 miles east of Litchfield, and two miles west of Parker's cove. The settlement which is called Hillsburn, comprises, within the radius of a mile, about 150 people, dependent almost exclusively on the fisheries for a living.

In order to afford some measure of protection and shelter for the boats, which are often broken or destroyed for lack of shelter, the department in 1905-6, expended the sum of $1,813.29 in constructing a small breakwater, 162 feet long, from 7 to 13 feet high, and 26 feet wide. In 1906-7, the sum of $1,000 was expended in extending the work by a substantial block of cribwork, 50 feet long, 26 feet wide and from 12 to 15 feet high.

In 1908-9, the sum of $2,998.57 was expended in extending the breakwater a further length of 100 feet, but owing to the lateness of the season at which the work was begun, September 19, 1909, and closed down on account of stormy weather, November 30, 1909, it was not completed within the fiscal year.

In 1909-10, the sum of $999.97 was expended in completing it. The extension is 100 feet long, 26 feet wide and from 15 to 18 feet high, substantially built of round log cribwork, filled with ballast.

Spring tides rise about 28 feet.

Work begun June 21, and finished August 30, 1909.

ANNAPOLIS.

Annapolis Royal, Annapolis county, is the oldest town in the province of Nova Scotia, having been founded in 1605. It is beautifully situated at the head of Annapolis basin and on the south side of the Annapolis river. It has a population of about 2,000 and is the centre of one of the most fertile districts of Nova Scotia.

On the water front of the town, there had not been for many years a public wharf or landing place. The Queen's wharf, so-called, at the west end of the town, is supposed to have been first constructed during the French occupation in the 17th century. About 1868 it was repaired and extended, and made serviceable for the accommodation of the steamer which plied between Annapolis, Digby and St. John, N.B., before the construction of the railway from Annapolis to Yarmouth. Both the original construction and the extension were in cribwork.

The wharf being for many years a complete wreck, and to a certain extent a danger to navigation, the department in 1905-6-7-8 expended the sum of $9,346.22 (1905-6, $3,885.75; 1906-7, $4,078.70; 1907-8, $1,381.77) in building a new pier on the

site of the old one. It consists of an approach of earth and stone, walled on each side, 250 feet long, 30 feet wide, and of an average height of 8 feet, followed by a pile-work structure 240 feet long by 30 feet wide with a T on the outer end 90 feet long, on the face by 40 feet wide. The bearing piles in the T are creosoted. Along its face the work is 37 feet high, with 33 feet of water at H. W. O. S. T., and about 6 feet at low tide. Springs rise about 27 feet. On the north side of the stem, next to the T, is a flight of steps and a level platform or landing for the accommodation of small craft, and in the middle of the length of the floor is a lifting slip operated by a powerful double hand-winch, for the convenience of steamers.

In 1909-10, the sum of $60 was expended in removing a number of boulders from the steamer-berth along the outer face of the pier, by means of a clam-shell dredge, forming part of the plant of the contractors for the ice-piers.

Ice-piers.

In 1907-8, the department expended $12,942.59 in the purchase and delivery of creosoted timber for the purpose of constructing these piers in the river, about a quarter of a mile above the town wharfs, with the object of protecting shipping from floating ice.

Early in 1908, a contract was awarded by the department for their construction, but the contractors refusing to proceed with the work, new tenders were asked for early in 1909, and on May 18, 1909, a contract was signed by the Nova Scotia Construction Company, of Sydney, N.S., in the sum of $46,736. Work was begun early in June, 1909, and when the work was closed for the season, about the end of December, 1909, on account of cold and stormy weather, the three cribs were in place and ballasted, the concrete top on pier No. 2 was complete within one foot of the top, and the riprap around the bases of piers 2 and 3 was nearly finished, the value of work done up to January 1, 1910, being $27,090.

ARGYLE HEAD.

Argyle Head, Yarmouth county, is a thrifty, agricultural community of some 200 or 300 people, situated at the head of Argyle harbour, about 15 miles south of the town of Yarmouth.

For the convenience of the inhabitants, the department in 1908-9, built a little stone wharf at a cost of $800. The work, which is of dry, uncoursed rubble masonry, is 150 feet long, 25 feet wide, and from 16 to 10 feet high, with fenders and guard-timbers.

In 1909-10, the sum of $99.90 was expended in completing the work by covering the top with gravel and in placing some fenders omitted last year.

Spring tides rise 13 feet.

Work begun November 3, finished November 10, 1909.

ARISAIG HARBOUR.

Arisaig, Antigonish county, is on the southeastern shore of Northumberland strait, about 15 miles southeast from Cape George.

The works at this place include a pier on the northern and a breakwater on the southern side of a small cove.

The pier, commenced by the provincial government prior to confederation and extended and improved by the department, is 544 feet in length, including an approach 272 feet in length, of which the inner 117 feet is of brush and stone, and the outer 155 feet of stone, with stone retaining walls, protected on both sides by a stone talus, and a crib-work extension 272 feet in length, and from 40 to 44 feet in width, strengthened and protected on the seaward side by a 24 x 24-foot cribwork block, at

the outer end, and by quarried stone sloping three to one from high water level. The depth, at extreme low water, at the outer end is 11 feet.

Spring tides rise 5 feet.

The breakwater, constructed in 1887-8, and partially reconstructed in 1905-6 and 1906-7, is 380 feet in length, including an approach of stone with stone retaining walls 80 feet in length; cribwork of native timber 260 feet in length and 20 feet in width, and a cribwork block with creosoted substructure, 28 feet in line of work by 30 feet, connected with the outer end of the native timber cribwork by a 20-foot span. The depth at extreme low water at the outer end is 5 feet.

During the fiscal year 1909-10, the sum of $1,099.74 was expended in repairing and strengthening the pier, including reconstructing, above low water, a portion of the seaward face, near the outer end, 40 feet in length and 12 feet in width, and replacing the quarried stone talus over a length of 80 feet from the outer end, and in reballasting a bay at the southwest corner. Work was commenced June 19 and completed October 16.

Total expenditure on works at Arasaig up to March 31, 1910, including a refund of $541.41 to the provincial government, $44,899.13.

AVONPORT.

Avonport, Kings county, is a small farming village with a population of about 250, situated at the mouth of the Avon river, at this point nearly two miles wide, and on the Dominion Atlantic railway, 12 miles northwest from Windsor, the county town of Hants. Some two or three millions of bricks are made here during the year.

A small wharf of ordinary round-log stone-filled cribwork was built before confederation by the inhabitants, aided by the provincial government. It is 300 feet long, 23 to 25 feet wide on top, and 17 feet high at the outer end, which is dry at L.W.O.S.T.

In 1886, the department, having assumed control of the wharf some little time previously, spent $1,200 in general repairs.

Since that date, numerous small expenditures have been made by the department in repairs and renewals, of which particulars will be found in the departmental report for 1908-9.

In 1909-10, the sum of $1,999.66 was expended in taking down and rebuilding a portion of the shoreward end of the wharf, 64 feet long, 10 to 20 feet wide, and 6 to 18 feet high. The approach was also rebuilt.

Spring tides rise over 40 feet.

Work begun June 28, finished November 10, 1909.

BADDECK.

Baddeck, the shiretown of Victoria county, is on the northern shore of the Little Bras d'Or lake, near the entrance to St. Patrick's channel.

During 1907-8, a wharf, 284 feet in length and extending to 18 feet at low lake level, was constructed by the department. It consists of a road approach 64 feet in length and 30 feet in width, of cribwork with creosoted timber structure, 50 feet long and 48 feet wide, and of a creosoted timber pile extension, 170 feet long and 40 feet wide; with two boat landing stages, respectively 32 and 64 feet in length and 8 feet wide, one on either side of the inner end of the wharf, and built on creosoted timber pile foundations.

The top of the wharf is 5 feet above the low level of the lake, which rises about 15 inches.

In 1908-9, the sum of $2,683.73 was expended in draining, raising, levelling up and in fencing in the wharf property; in general repairs to an old warehouse on the eastern side of the approach to the wharf; in fitting it up for office, waiting-room

and baggage room, and in procuring part of materials for, and in framing and boarding in of a new freight shed on the wharf, 48 x 34 feet.

Out of the amount voted for 1909-10, viz: $1,500, the sum of $1,499.84 was expended in completing and painting the new freight shed, in building a chimney in and painting the old warehouse, and in constructing a cribwork retaining wall around the harbour front of the wharf property, up to within 12 inches of the intended height.

The cribwork wall is 172 feet long, 8 feet wide on top, and of an average height of 5 feet, and is built of round timber with creosoted substructure and is fully ballasted.

Work was done between June 17 and July 31, and between October 16 and January 15, 1910.

BAY ST. LAWRENCE.

Bay St. Lawrence, Victoria county, is on the northern extremity of the island of Cape Breton, and lies between Cape North and Black point.

At the head of the bay and separated from it by a beach of sand, gravel and stone, there is a small lake, ¾ of a mile in length, and ½ a mile in width, with a considerable depth of water.

In order to render the pond accessible to fishing boats for a harbour, during 1908-9 a contract was entered into for the cutting of a channel through the beach, to two feet below low water and 50 feet wide at the bottom; the construction of channel protection piers on each side of the seaward entrance to the channel, each 290 feet in length, and extending to 8 feet at low water, and consisting of cribwork of which the outer 140 feet have creosoted timber sub-structures; and of the work under contract, up to the end of that year, the piers were fully completed, and about one-half of the proposed excavation of channel was done.

Spring tides rise 4 feet; neaps, 3 feet.

During the year 1909-10, the inner end of the western pier, which had settled, was raised up to the original height and extended inwards for a distance of 30 feet, under contract, for the sum of $700. The work was commenced on September 15 and completed on October 21, 1909.

BIG BRAS D'OR.

Big Bras d'Or, Victoria county, is a settlement on the southern side of the channel of the same name, near its entrance into the Atlantic.

The wharf, completed during 1888-9, is a block and span structure, 150 feet long and 20 feet wide, with an 'L' on the eastern side of the outer end, 40 x 20 feet, giving a channel frontage of 60 feet. It is constructed entirely of native timber and has a depth of 11 feet at low water, along its channel face.

Spring tides rise 3 feet; neaps, 2 feet.

During 1900-1-2, the close-piling around the outer block, which had been completely destroyed by the teredo below the line of low water, and portions of the covering and cap-timbers, which were worn and decayed, were renewed.

Out of the amount voted for expenditure during 1909-10, viz: $2,000, the sum of $1,911.13 was expended in the renewal of all floor-stringers, covering the cap, and for procuring the creosoted timber required for close-piling the outer block and for fenders around the inside blocks, and in placing 20 of the creosoted timber piles on the outer end face of wharf.

Total expenditure to March 31, 1910 is $6,379.35.

Work was commenced on June 23, and continued to July 27, when it was stopped for the want of the creosoted timber required. Work was resumed on November 1, and continued till November 9, when it was discontinued owing to the inclemency of the weather.

BLUE ROCKS.

Blue Rocks, Lunenburg county, is a small fishing settlement situated in Lunenburg bay, about 4 miles from Lunenburg town. It contains 2 stores, 1 lobster packing factory, and has a population of about 300 people, almost wholly dependent upon the fishing industry for a living. The fishing harbour, which is simply a shelter formed by a small rocky island, situated close to the shore, is much exposed to seas at both its eastern and western entrances, and to afford some measure of protection for the fishing fleet, the department expended the sum of $4,144 during the year 1909-10 in the construction, by contract, of a cribwork breakwater, between the mainland and the island, at its eastern extremity, thereby closing the eastern entrance and forming a snug harbour.

The work is 190 feet in total length from shore to shore, 20 feet wide and from 2 to 20 feet high, with a break 4 feet high on the seaward side. The work is of native timber cribwork, filled solid with stone and sheathed on the seaward face.

Work was begun April, 1909, and finished in November, 1909.

BOULARDERIE CENTRE.

Boularderie Centre, Victoria county, is on the southern side of the Great Bras d'Or channel, about 8 miles to the westward of its entrance into the Atlantic Ocean and 10 miles to the eastward of its entrance into the Little Bras d'Or lake. The works include a wharf, constructed in 1901-2, and a road, 2,100 feet in length, between the wharf and the highway, completed in 1903-4.

The wharf is 164 feet in length and 20 feet in width with an 'L' at its outer end, 20 by 20 feet. It consists of an approach, of stone, clay and gravel, 10 feet in length; an abutment 30 feet in length, 2 central blocks each 20 feet in length and an outer block 24 feet in line of work by 40 feet, with three spans of 20 feet. The abutment and blocks are of round timber cribwork, creosoted to high water level, and fully ballasted and fendered. The two outer blocks are protected between the fenders by close-sheathing. The depth at extreme low water at the outer end is 13 feet.

Spring tides rise 2 feet.

During the fiscal year 1909-10, the sum of $25.02 was expended in repairing a small bridge over a water course crossing the road between the wharf and the highway.

Work was commenced November 15, and completed November 20.

Total expenditure to March 31, 1910, $5,785.58.

BRETON COVE.

Breton cove, Victoria county, is on the northeastern shore of the island of Cape Breton, about midway between St. Ann's harbour and South Ingonish bay.

During 1904-5, a wharf was constructed to serve the purposes of a boat landing, and to afford shelter for fishing boats. It is a continuous cribwork structure, with creosoted timber sub-structure, extending to 3 feet at low water, 195 feet in length and 16 feet wide, with an 'L' on the western side of the outer end, 24 by 20 feet.

As the gravel and shingle, composing the beach to the northeastward of the work, was making up along its eastern face, and threatened to go around its outer end, during 1908-9, the work was extended for a distance of 120 feet, to 5 feet, at low water. The extension is constructed of round timber, creosoted to half-tide, and is 16 feet wide, with an 'L' on the western side of the outer end, 24 by 20 feet.

Spring tides rise 4 feet.

The construction of this work has proved of great benefit to the inhabitants of a large section of the country, both for landing purposes and as a shelter for fishing boats.

Out of the amount voted for expenditure during 1909-10, viz: $600, the sum of $599.88 was expended in closing up the outlet of pond to the eastward of wharf and in opening a straight new outlet, and in protecting its eastern side with rough cribwork protection work, 125 feet long, 15 feet wide and of an average height of 5 feet.

Work was commenced September 23, and continued until the 30th. It was resumed on March 10, and continued until March 16, when it was completed.

CANADA CREEK.

Canada Creek, Kings county, also called Black Rock, is a fishing and farming village of about 150 people on the south shore of the Bay of Fundy, 60 miles east of Digby Gut, 9 miles northwest from Waterville station on the Dominion Atlantic railway, and 8 miles west of Hall's harbour. The harbour is formed by two piers, or breakwaters, built one on either side of a small stream.

That on the east side which is detached from the shore, serves merely as a breakwater and was built by the department in 1878-9, at a cost of $3,000. It is 150 feet long, 25 feet wide on top and from 12 to 15 feet high, substantially built of round-log cribwork, close-faced, well ballasted and fendered. The breakwater on the western side, originally 248 feet long, which serves both as a breakwater and a landing pier, was built before confederation, at the joint expense of the inhabitants and the provincial government. It is built of round log cribwork, the seaward side being protected by close-sheathing of flatted spars. Beginning with 1874, many expenditures in repairs and renewals have been made by the department, full particulars of which will be found in the departmental report for 1908-9.

In 1909-10, the sum of $3,344.32 was expended in the construction of an extension 67 feet long, 31 feet wide, and from 21 to 30 feet high, substantially built of round log cribwork, filled with ballast and provided with a break 7 feet high on the seaward side.

Work begun July 5, and finished December 7, 1909.

In March, 1910, the sum of $28.60 was expended in refastening some close-sheathing that had been torn loose by a storm during the winter.

CANNING.

Canning, Kings county, is a prosperous village of about 1,500 people, mostly engaged in farming and fruit raising, situated on the north bank of the Habitant river, which, 2½ miles below, debouches into the Basin of Minas. It is an important station on the Kingsport branch of the Dominion Atlantic railway, which connects with the main line at Kentville, 11 miles to the south.

In 1904-5, the sum of $891.27 was expended in the purchase of timber for construction of a cribwork wharf.

In 1905-6, the sum of $14,137.08 was expended in the construction of a wharf. It consists of a piece of cribwork 260 feet long with an 'L' or return 90 feet long. The main block is 15 feet wide on top with an average height of 22 feet. The 'L' is 12 feet wide on top and 18 feet high. The back batters 3 inches to 1 foot and the front 1 inch to 1 foot. The whole is founded on piles driven to rock and cut off level with the mud.

In 1906-7, the sum of $8,640.59 was expended in continuing the work.

In 1907-8, the sum of $3,996.55 was expended in completing the wharf; filling in its rear, and in building a trestle approach to the wharf, 240 feet long by 20 feet high.

In 1908-9, the sum of $2,763 was expended in completing the trestle work approach to the public wharf and in the purchase of materials for the extension of the wharf down stream.

In 1909-10, the sum of $5,436.71 was expended in the construction of an extension down stream to the wharf. The new work is 590 feet long, the upper or western

half length being 20 feet wide on top, and the lower or eastern half 10 feet wide. It is from 8 to 20 feet high. The bottom logs are trenched into, and bolted to the soft freestone rock on which the face of the work rests. At the end of the fiscal year, the work was within about 3 feet of finished height, about three quarters ballasted, but without fenders.

Work begun July 1, 1909, and was suspended February 28, 1910.

CAPE NORTH.

Cape North, Victoria county, is a large district at the head of Aspy bay, on the northeastern coast of Cape Breton island. At the head of the bay there are three extensive sheets of water, known as the North, Middle and South Aspy Bay harbours, inclosed by a beach of sand, 4½ miles in length. The entrances to these harbours are through the sand beach, and are shoal and intricate; the best being that of North harbour.

The northern shore of North harbour is called 'Sugar Loaf,' after a high mountain of the same name, lying immediately behind it.

During 1908-9, the sum of $583.55 was expended in procuring materials and in the partial construction of a wharf at 'Sugar Loaf,' and during the present fiscal year, 1909-10, the sum of $245.32 was expended in its completion.

The wharf is 110 feet in length, and 16 feet wide, on top, with an 'L' on the eastern side of the outer end, 8 by 20 feet, and with the exception of the inner end for a distance of 18 feet, which is built of stone, it consists of blocks and spans, constructed entirely of native timber. Along its channel face, which is 24 feet long, it has a depth of 5 feet at low water.

Spring tides rise 3 feet.

Work was commenced on April 5, and completed on April 24.

CARIBOU ISLAND.

Caribou island, Pictou county, is on the Northumberland strait, 5 miles to the westward of the entrance to Pictou harbour.

A cause-way of brush and stone, 1,300 feet in length, between the western extremity of the island and the mainland, on flats dry at extreme low water, commenced in 1890-1, was, after the completion of the works undertaken in 1904-5, up to the level of about 1 foot above extreme high water, or 7 feet above extreme low water, and had a talus of quarried stone on the seaward side, sloping one to one from high water.

The work was damaged and repaired from time to time between 1904-5 and 1908-9. At the beginning of the fiscal year 1909-10, it was in the following condition: the raising of the cause-way and talus to a proposed height of 3 feet above extreme high water was nearly completed over a distance of 454 feet from the mainland; over a further distance of 576 feet (454 feet to 1,030 feet from the mainland), it was raised to an average height of about 1½ feet above extreme high water; and the piles were driven in a proposed pile and brush work 555 feet in length, in bents 5 feet apart, centre to centre, with 3 piles in each bent, to protect the middle third of the cause-way.

Of the $1,500 appropriated for 1909-10, $1,206.86 was expended in completing the pile and brush work, including the replacing of 99 piles broken during a severe storm in January, 1909.

Work was commenced August 1, and suspended September 30.

Total expenditure to March 31, 1910, $12,982.33.

CASTLE BAY.

Castle bay, Cape Breton county (north), and formerly known as Amaguadus, is on the northern side of East bay, the eastern arm of the Great Bras d'Or lake, and is about 3 miles from Benacadie point, at the entrance to the bay.

The works consist of a block and span wharf with creosoted timber substructure 120 feet long and 20 feet wide, with an 'L' on the eastern side of its outer end, 20 by 20 feet; of a bridge 100 feet long and 20 feet wide, including approaches, across the outlet of the pond, and of a warehouse 10 by 16 feet on the outer end of the wharf for the storing of goods shipped and landed by the ss. *Blue Hill*, which calls here fortnightly during the season, and makes connections with the Intercolonial railway at Grand Narrows.

For the purpose of extending the wharf, which was shoaling up with gravel at the outer end, during the year 1908-9 the sum of $527.37 was expended in procuring the native timber, iron and ballast required, and during the fiscal year 1909-10, the sum of $1,796.48 was expended in procuring the creosoted timber necessary to construct the extension to the work.

Total expenditure to March 31, 1910, is $7,204.25.

CHEBOGUE HARBOUR.

Chebogue harbour, Yarmouth county, is situated about 7 miles south of the town of Yarmouth. Near its mouth and surrounded by Fox island, Veal island, Jacko island and Shortliff point, is a small but well protected anchorage or roadstead which affords shelter to a considerable number of small fishing vessels and other craft, engaged in fishing and general trade. The anchorage is partly protected on the south by Fox island but its western portion, which is mostly dry at low water and much used at or near high tide by boats plying between Chebogue point and other ports and by other craft, is guarded by a gravel bar or beach, 800 feet long, about 20 feet in width from high water to high water and 4 to 5 feet high above H.W.O.S.T.

To preserve the beach, and the anchorage to the north of it, the department, in 1900-1, at a cost of $1,798.34, built cribwork 360 feet long, 8 feet wide and 8½ feet high. In 1901-2, it was extended 243 feet at a cost of $1,311.79. In 1903-4, and 1905-6, expenditures of $67.77 and $48.25 respectively were made in repairs.

In 1909-10, the sum of $47.75 was expended in repairs to the floor of the work, damaged by ice during previous winter.

Spring tides rise 15 feet.

Work begun November 5 and was finished November 23, 1909.

CHEVERIE.

Cheverie, Hants county, with a population of about 350, is situated on the right or east bank of the River Avon, where it debouches into the Basin of Minas, some 15 miles north of Windsor, the county town. It is a good farming district, but the principal trade of the place is quarrying and shipping gypsum to the United States.

A wharf, about 100 feet long, was built here many years ago by the provincial government. In 1873-4, the department lengthened it to 170 feet, at a cost of $2,338.88, the extension being of round log open cribwork, like the old work. In 1882, a further extension of 182 feet was built at a cost of $5,000. This piece of work is of square timber close-faced, 25 feet high, 25 feet wide on the top, the same width as the former, and the sides batter 1 in 12. In 1885, the sum of $600 was expended in effecting some much needed repairs to the shoreward side of the wharf. In 1884, the department built a detached breakwater 300 feet distant from the outer end of the wharf for the purpose of protecting the latter from northerly seas, to which it was exposed. This piece of work consists of solid cribwork, 130 feet long, 20 feet wide on top, 35 feet wide at the base and about 23 feet high, built of square timber and close-sheathed on all sides. The seaward side, to a height of 10 feet below high water of spring tides, has a slope of one in one, the sloping faces being covered with 6-inch plank. The block is provided with mooring posts to assist vessels coming to berth at the wharf, as well as with ring-bolts and ladders.

In 1887-8, the sum of $500, and in 1906-7, the sum of $100 were expended in repairs. On the outer 100 feet in length, the flooring, guards, and some of the fenders were renewed; on the next 105 feet of the work, were placed new ties, stringers, guards, flooring and fenders; on the next 60 feet shorewards, most of the flooring was renewed; 205 feet in length of the wharf, included in the above lengths, was raised a height of 1 to 3 feet. In all, 69 new fenders were placed, and 250 tons of new ballast put in. In the fiscal year ending June 30, 1902, the sum of $768.23 was expended in the purchase of timber for the extension of the detached breakwater built in 1884, as described above.

In 1902-3, the sum of $2,999.34 was expended in the construction of an extension to the detached breakwater. The new block is 100 feet long, 25 feet wide on top, 22 feet high, battering on the landward side 1 in 4, and plumb on the seaward face, with a break 5 feet high. It is substantially built of round log, stone-filled cribwork, and close-sheathed on the seaward side. In 1903-4, the sum of $1,487.29 was expended in renewing the top of the middle third in length of the wharf, 80 feet long, 11 feet deep and 30 feet wide. The appropriation did not quite suffice to complete the work. In 1905-6, the sum of $1,000 was expended in taking down and rebuilding a portion of the shore end of the cribwork, 80 feet long, 8 to 12 feet high, and the full width of the work, and in rebuilding and reinforcing the block on the north side of the work, 100 feet long, 5 to 8 feet wide, to the full height of the work.

In 1908-9, the sum of $2,935.19 was expended in extensive repairs and renewals. A length of 80 feet on the outer end, which was much decayed, was taken down to a depth of from 6 to 8 feet, and rebuilt. On the shore end a reinforcing block, 60 feet long, 10 feet wide and about 8 feet high, was built to protect the old work. The whole of the planking, including most of the stringers, was renewed.

In 1909-10, the sum of $4,337 was expended in constructing an addition to the wharf. The extension is 80 feet long, 25 feet wide at the top, 30½ feet wide at the bottom and 27 feet high, built of native cribwork, and filled solid with stone. The work was done under contract with H. Macaloney, of Parrsboro, N.S.

Work begun May, and was finished July 26, 1909.

CHURCH POINT.

Church Point, Digby county, is situated on the southeast side of St. Mary's bay, 9 miles southwest of Weymouth. It has a population of 200 people, engaged in farming and fishing. The works, which consist of a wharf, a retaining wall and a breakwater, appear to have been built between the years 1855 and 1866, at the joint expense of the inhabitants and the provincial government.

In 1875-6, the department expended the sum of $2,000, the inhabitants contributing an equal amount, in repairing the northern face, and in building an 'L' 72 feet long by 20 feet wide, at right angles to it, with the object of preventing gravel from working around the outer end. The movement of the gravel, which is from south to north, has always been more or less of a difficulty and a detriment to the port.

Since 1890-1, the department has expended various sums in repairing, improving, &c. the work, of which full details are contained in the annual report for 1906-7.

In 1907-8, the sum of $1,999.36 was expended in completing to its full height a portion of the re-enforcing block on the north side of the breakwater, 93 feet long and 13 feet wide.

In 1908-9, the sum of $2,400 was expended in extensive repairs and renewals.

In 1909-10, the sum of $598.18 was expended in finishing the upper part of the wharf retaining wall which was partly rebuilt last year. The portion built this year is 145 feet long, 13 feet wide and 4 feet high.

Work begun June 11, and was finished July 19, 1909

COW BAY (PORT MORIEN)

Cow Bay (Port Morien, Cape Breton county, south), is on the east coast of Cape Breton island, about 18 miles to the eastward of the entrance to Sydney harbour.

During the fiscal year 1909-10, the sum of $5,000, the amount appropriated for expenditure in 1909-10, was expended in continuing the work of protecting the seaward face of the breakwater and in repairs. Eight concrete blocks, averaging 10 feet in length, 15 feet in height, and 5 feet in width, on top, 7 feet above extreme low water, and 8 feet 9 inches in width from 4 feet above extreme low water to the bottom were placed along the seaward face of the breakwater, bringing the concrete block protection work to within 140 feet of the outer end of the work or to within 91 feet of the inner face of a block 49 feet square at outer end of outer face-work, of which the outer face chambers had been filled with concrete and the outer faces close-piled; a triangular block of concrete, 8 feet by 8 feet by 11½ feet on top, and founded at low water on old cribwork, was constructed at the southeastern corner of the outer end of the inner face work to prevent further damage to the work at this point; a strip of concrete covering 20 feet by 14 feet by 1 foot in thickness was replaced in the southeastern corner of the outer end of inner work; the covering of the breakwater was repaired in places; a breastwork at the inner end of the outer face-works was reballasted, after constructing a concrete bottom to prevent escape of ballast, and some obstructions were removed from the roadway after a gale in November.

Work was in progress June 23 to September 15, and December 10 to 13. In November, 8 of the concrete blocks protecting 80 feet of the seaward face of the breakwater were undermined and turned over and away from the face-work.

Total expenditure to March 31, 1910, including $25,000 for purchase of breakwater, $214,344.88.

COW BAY (OSBORNE'S.)

Cow Bay (Osborne's), Halifax county. Of the 1908-9 appropriation of $4,000 for Cow Bay, one-half, or $2,000, was diverted and authorized to be expended in the construction of a breakwater at Osborne's, on the northern side of Cow Bay, about a mile from Cow Bay run, and the sum of $550.84 was expended in the purchase of timber. The lateness of the season at which the division of the appropriation was authorized, prevented construction from being undertaken.

During the year 1909-10, the sum of $1,193.55 was expended in constructing the breakwater. The work is of native timber cribwork, 20 feet wide, 100 feet long, 3 feet high, at the inner end and 18 feet high at the outer end, where there is a depth of 6 feet of water at low tide. It is partially sheathed on the seaward side and outer end and has a break 2½ feet high.

Work begun September 2, and was finished October 28, 1909.

CRIBBIN'S POINT.

Cribbin's Point, Antigonish county, is on the west side of St. George's bay, 8 miles to the southward of Cape George, and 5 miles to the northward of the entrance to Antigonish harbour.

The wharf at this place, constructed with the exception of a block at the outer end, 20 feet in line of work by 48 feet, in 1892-3, is 320 feet in length and has an approach partly in embankment with stone retaining wall and partly in clay cutting 195 feet in length. It is 20 feet in width for a distance of 120 feet from the inner end, 30 feet in width for a distance of 180 feet, or to the original outer end, and 48 feet in width over the outer 20 feet. The inner 50 feet is of stone with stone retaining walls; the adjoining 250 feet of native timber cribwork, close-faced and fully ballasted; and the outer block, 20 feet in line of work by 48 feet, completed in 1901-2, of

round timber laid open-faced with creosoted substructure, fully ballasted and protected on all exposed faces by close-sheathing. The seaward side of the wharf, from within 50 feet of the inner end to the outer block, is protected by close-sheathing and by a talus of quarried stone sloping about three to one from 2 feet above low water, and has a timber break, 4 feet in height, extending from within 50 feet of the inner end to within 20 feet of the outer and to prevent sand from being carried over the work and into the dock.

The depth at extreme low water at the outer end of the wharf, originally 11 feet, is now 6½ feet.

Spring tides rise 4 feet.

Of the $3,300 appropriated for expenditure in 1909-10, the sum of $1,446.41 was expended, $1,390.69 in procuring and landing the creosoted timber, and $55.72 in re-piling the native timber procured last year for reconstructing from above extreme low water, part of the old work; the new work to extend 70 feet from within 10 feet of the original outer end inward on the seaward side, and 60 feet from within 20 feet of the original outer end inward on the inner side.

The landing and piling of the creosoted timber was in progress November 2 to 6, and the re-piling of the native timber, November 11 to 13.

Total expenditure to March 31, 1910, $29,506.01.

DELAPS COVE.

Delaps Cove, Annapolis county, is situated on the south shore of the Bay of Fundy, 12 miles to the eastward of Digby gut. The breakwater is constructed on the eastern side of the mouth of a small tidal pond which affords safe shelter for fishing boats, and a convenient place for keeping schooners and other small craft during the winter. The breakwater affords a good landing place for coasting vessels, and good shelter from easterly storms. The shore, on the opposite side of the stream, protects the breakwater and the pond from westerly storms.

The breakwater, which is now 185 feet long, 25 to 28 feet wide, and from 12 to 21 feet high, was built by the department in 1878-9. Since its construction it has had frequent expenditures in repairs and renewals, of which full particulars are given in the departmental report for 1906-7.

In 1908-9, the sum of $2,137.33 was expended in rebuilding a length of 80 feet in the middle of the breakwater that was destroyed by a violent storm the winter before.

Owing to the lateness of the season at which the work was begun, September 21, 1909, it was not completed at the close of the fiscal year.

In 1909-10, the sum of $57.76 was expended in placing some fenders, and in securing the covering, this work being of an emergent character pending a future vote to complete the renewal begun in 1908-9.

Spring tides rise about 28 feet.

Work begun October 11, and finished October 18, 1909.

D'ESCOUSSE.

D'Escousse, Richmond county, is a thickly settled district on the northeastern coast of Madame island, and on the southern side of the eastern entrance to Lennox Passage, a strait connecting St. Peter's bay with the Strait of Canso.

A wharf with warehouse attached was constructed by the department during 1902-3. With the exception of a cribwork shore abutment, 15 feet in length, the wharf is a pile structure extending to 12 feet at low water, 307 feet long and 22 feet wide, with an 'L' on the western side of the outer end, 22 by 22 feet; the bearing piles outside of the line of low water being of creosoted timber.

The warehouse, 30 feet long and 20 feet wide, was built originally on a pile foundation on the eastern side of the inner end of the wharf, and as it was found to be

inconveniently located to accommodate the steamers and vessels, which load and discharge at the outer end of the wharf, during the fiscal year 1909-10, the sum of $633 was expended in removing the warehouse and in placing it on a separate creosoted pile foundation, in the corner formed by the 'L' and the main structure of the wharf.

Spring tides rise 6 feet.

Work was commenced on July 2 and completed on August 18, 1909.

DIGBY.

Digby, Digby county, the shire town of the county, with a population of some 1,500 people, is beautifully situated on the southwestern end of Annapolis basin. It is an important station on the Dominion Atlantic railway, 67 miles north of Yarmouth, 150 miles from Halifax, and 20 miles from Annapolis. It is also the port of call for the daily steamer of the Dominion Atlantic railway plying between Digby and St. John. The harbour is open at all seasons and well protected from nearly all quarters; storms, however, from the north and northeast, drive a heavy sea against the pier, and if, at such times, there be much drift ice in the basin the structure is likely to suffer damage.

The pier, nearly 900 feet long, was originally built by the Nova Scotia government some years before confederation.

Full particulars of the work, with details of expenditure in repairs and renewals, will be found in the departmental reports for 1906-7 and 1908-9.

On May 22, 1908, the department awarded a contract to J. E. and Halle Bigelow for the construction of a spur pier for the sum of $17,900, the department to furnish the creosoted piles. The work was begun early in August, 1908, and completed on August 17, 1909, at a total cost, exclusive of inspection and of any payment made or to be made to the contractors on account of their claim for damages for delay, of $26,888.10. (Contract, $17,900; extras to contract, splicing piles, $38.50; creosoted piles, $8,949.60.)

The spur pier, which is substantially built of creosoted piles and Georgia pine, projects at an angle of 40 degrees from the middle of the length of the south side of the main pier. It is 351 feet long on the north side and 431 feet long on the south side. It is 50 feet wide and provided with an inclined slip on the north side, 25 feet wide and 300 feet long, descending on an incline of 1 in 9. A track has been laid the whole length of the spur pier, connecting with the one on the main pier, for the convenience of freight handling by the D.A.R.

The object of the spur pier was: first, to provide a berth for the daily steamer to St. John, during the reconstruction of the main pier and, second, to provide a second permanent berth, the need of which had often been felt.

As the outer or northern face of the spur pier was about on low water mark, it was necessary to dredge the whole length of the face and for about 100 feet beyond it, to a depth of 16 feet below L.W.O.S.T. In 1909-10, the sum of $21,658.15 was expended in continuation of the work of the last two years, in thorough repairs and renewals to the main pier.

The work has been of a very miscellaneous character and carried on under disadvantages, due mainly to the necessity for maintaining rail and steamer traffic, and the handling of a large freight and passenger business. In the shoreward portion of the pier, which is of pile-work, the rotten tops of many piles were cut off and replaced by short lengths of new sound timber. The bottoms of many piles, having been eaten by the limnoria td a few inches in diameter, were cut out and replaced with short pieces of creosoted round timber. The whole of the upper part of this portion was also renewed, including caps, stringers, guard-timbers, most of the braces, and a considerable portion of the deck planking. In the outer cribwork portion of the wharf, its renewal from the bottom was continued. The old inclined slip has been partly

demolished, removed and rebuilt. The lower 6 to 8 feet of all cribwork renewals are being made in squared creosoted timber.

This work is in a very dilapidated condition and in pressing need of thorough renewal, but its demolition, so far as it has gone, has shown it to be in an even worse condition than anticipated.

On August 20, 1908, the departmental dredge *Canada* arrived at Digby and began dredging on the site of the spur pier on the 22nd. After a few week's work, the dredge left Digby on October 10, 1908, the material being too hard, as reported by the captain, and the dredge being required at Port Mouton.

On January 10, 1909, the spoon-dredge *Saugus*, of the Maritime Dredging company, limited, arrived at Digby, beginning work two days later. This machine ceased work on July 7, 1909, having removed a total quantity of 64,608 cubic yards, or from April 1 to July 7, a total of 38,406 cubic yards of sand and mud.

The work was begun June 1, 1909, and was carried on continuously till March 31, 1910.

GEORGEVILLE.

Georgeville, Antigonish county, is a settlement on the southern shore of Northumberland strait, 6½ miles southwest from Cape George.

During 1892-3, the department, in order to provide shipping and landing facilities, and to make a shelter for fishing boats, constructed a wharf 207 feet long and 20 feet wide, with an 'L' on the western side of the outer end, 20 by 20 feet and during 1896-7-8, it was extended by an addition, 44 feet long and 40 feet wide, with an 'L' on the eastern side of the end, 20 by 24 feet.

For the purpose of increasing the protected area for boats, during 1903-4-5-6-7, a further extension, 98 feet long and 24 feet wide, with an 'L' on the western side of its outer end, 40 feet long and 24 feet wide, was added to the work.

During the fiscal year 1909-10, the sum of $599.47 was expended upon the construction of a triangular block, in the angle formed between the 'L' constructed during 1896-7-8, and the extension, and for which most of the materials were procured during 1908-9. The sides of the block are 32 feet long, its outer face 45 feet long, its average height is 15 feet, and it consists of round timber cribwork filled solidly with stone, and close-sheathed on the outer face.

Spring tides rise 4½ feet.

The total expenditure on this work up to March 31, 1910, including the cost of the road to connect the wharf with the public road, is $94,884.95.

The work of construction was commenced on September 13, and completed on October 29, 1909.

GRAND ETANG.

Grand Etang, Inverness county, is on the Gulf of St. Lawrence, about midway between the harbours of Margaree and Cheticamp.

The works at this place are 'harbour works' designed to improve the entrance to a large pond and thus make it available for the use and shelter of fishing boats and small vessels, was completed in 1894-5, and a 'bridge' across the pond, about 500 feet within the entrance was constructed in 1895-6 and reconstructed in 1902-3.

The 'harbour works' include a dredged channel between two piers placed 87 feet apart, except at the entrance where the distance between them is 44 feet. Each pier consists of: brush and stone work, 135 feet in length; brush and stone embankment, with talus and covering of stone, 130 feet in length; open-faced cribwork 100 feet in length, and a cribwork head 30 feet in line of work by 48 feet, with creosoted substructure, reconstructed in 1908-9. The brush and stone work and about 65 feet of brush and stone embankment, on each side, are founded on a bottom excavated to 1 foot above extreme low water, and the remainder of each pier on the natural bottom.

the depth at the outer end, at extreme low water, being 4 feet 6 inches. Dredging, between the piers, to 6 feet at extreme low water, was performed in 1898-9.

Spring tides rise 4 feet.

The 'bridge,' as reconstructed in 1902-3, is 563 feet in length, including the east and west approaches of brush and stone with cribwork abutments, respectively 94 and 51 feet in length, and 438 feet of creosoted pile work. It is provided with a handrail on each side, an opening for boats and a draw. The depth, at extreme low water, over the central 200 feet, is about 6 feet, and to firm bottom, through water and soft mud or slit, from 21 to 24 feet.

During the fiscal year 1909-10, the sum of $1,142.97 was expended, $267.39 in repairs to covering of bridge and $875.58 in removing, by means of a diver, stones, ballast from the cribwork on each side, and gravel which had shoaled the channel, in places, to 2 feet at extreme low water. The intention was to excavate to the original depth of 6 feet at extreme low water, but the amount authorized was sufficient only to excavate to 4½ feet.

Operations were in progress June 7 to July 10, 1909, and March 10 to 22, 1910.

Total expenditure to March 31, 1910:—

On channel and protection works		$39,119 04
On bridge construction, 1895-6	$3,690 20	
On repairs to and reconstruction of bridge	6,046 62	9,736 82
		$48,855 86

GRASS COVE.

Grass Cove, Victoria county, is on the western side of the Little Bras d'Or lake, about 2 miles to the northward of Iona, a station on the Intercolonial railway, at the western end of the Grand Narrows Railway bridge.

In order to enable the inhabitants at and in the vicinity of Grass cove, to ship pit timber to the coal mines in eastern Cape Breton, during 1908-9, the sum of $982.86 was expended in procuring all the native timber, iron and ballast required for the construction of a public wharf, and during the fiscal year 1909-10, the sum of $2,074.12 was expended for the delivery of the creosoted timber necessary for the substructure of the proposed wharf.

The proposed wharf is a block and span structure, extending to 12 feet at low water, and is to be 164 feet in length and 18 feet wide, with an 'L' on the outer end 18 by 20 feet; the blocks consisting of round timber cribwork, with creosoted timber substructure.

GREAT VILLAGE.

Great Village, Colchester county, is an important village of about 1,000 people, situated in a thriving farming district, on the north side of Cobequid bay and on the Great Village river, about 1½ miles from its mouth, and about 15 miles west from the town of Truro, and 3½ miles from Londonderry station, the nearest railway station.

In the year 1891, the department constructed a cribwork wharf on the site of an old structure formerly owned by private parties and since that date numerous small amounts have been expended in making repairs and renewals.

During the present fiscal year, the sum of $306.48 was expended in renewing the top of the wharf, including planking, floor-stringers, guard-timbers and mooring posts.

Work begun, January 20, 1910, and was completed on March 24, 1910.

GROS NEZ.

Gros Nez, Richmond county, is a small fishing station at the eastern extremity of Petit de Grat island, which lies to the eastward of Madame island.

For the purpose of restoring to its original condition and to protect a beach, connecting the main-land with the outlying rocky islet, which formed a natural and safe landing place, a breakwater was constructed on its southeastern or Atlantic side in 1895-6-7.

The breakwater is 187 feet in length and 14 feet in width, on top, including 125 feet of round timber cribwork, founded at the level of 2 feet above extreme low water over 60 feet of its length, with a talus of stone on its seaward side, sloping about 3 to 1 from 1 and 1½ feet above high water; a stone embankment 20 feet in length and 3 feet in average height, reconstructed, with stones set in concrete, in 1907-8, and a stone and concrete embankment 42 feet in length and 3 feet in average height, constructed during the fiscal year 1909-10 at a cost of $299.13.

Work was commenced September 1, and suspended September 27.

Total expenditure to March 31, 1910, including a refund of $106.95 to the provincial government, $2,472.47.

HALLS HARBOUR.

Halls Harbour, Kings county, is situated on the south side of the Bay of Fundy, about 65 miles northeast of Digby gut, and 12 miles southwest of Scott's bay; it is about 12 miles northeast of Kentville, the county town of Kings, and headquarters of the Dominion Atlantic railway.

The harbour, though small, is one of the best at high water between Scott's bay and Digby gut. Spring tides rise 39 feet, neaps 33. The village has a population of about 150 people, and some years ago had a considerable shipping trade, which, however, of late years, has greatly declined.

About the year 1839, the inhabitants, aided by the provincial government, built timber retaining walls on each side of the inner harbour, which consists of a land-locked basin, dry at low tide, of about an acre in extent, to permit vessels to lie alongside the public road. About 1844, an addition, seawards to the wall, on the west side, was built, in order to prevent the accumulation of gravel at the mouth of the harbour, and to serve as a breakwater. In 1884, it was repaired by the department at a cost of $750. On November 6, 1884, the outer block was destroyed by a violent gale, the accompanying heavy sea having the effect of depositing a bank of gravel which almost entirely obstructed the mouth of the harbour.

From 1884 to 1909, many expenditures were made in repairs and renewals, of which a full account will be found in the departmental report for 1908-9. In 1909-10, the sum of $232.73 was expended in finishing the gravelling of the top of the wharf retaining-wall on the east side of the inner harbour.

Work begun November 1, and was finished December 18, 1909.

HAMPTON.

Hampton, Annapolis county, formerly called Chute's cove, is situated on the southeast coast of the Bay of Fundy, 27 miles northwest of Digby gut, and 6 miles northwest of Bridgetown, an important station on the Dominion Atlantic railway. It has a population of about 200 people, engaged in fishing, farming and the export of cordwood and timber.

In 1855-6, a small pier, 165 feet long was built near the western side of the cove, the provincial government contributing $600 to its cost. The site was chosen by commissioners, apparently without professional advice, and was objectionable on many accounts. At a cost of $3,000 in 1879, an addition of 121 feet was made by the de-

partment, and the older portion of the work was strengthened with the hope of remedying some of the defects of the location.

In 1881, on further examination, it was found that the original work had been badly undermined by the sea and that owing to the direction of the pier, the shingle was fast shoaling the water on the inside of the pier. It was therefore decided to rebuild the structure on another site, about half a mile to the eastward, which work was carried on at a cost of $2,300. The new pier, as then completed, was 246 feet long, more substantially built and better situated than the old one, it being located immediately to the westward of a small brook, which serves to keep the schooner berth alongside free from sand.

Repairs and improvements were made in 1889, 1899, 1903-4-5. In 1906-7, the sum of $299.22 was expended in renewing about 100 feet in length of the floor, including stringers; the placing and bolting of a number of new fenders on the shoreward face, and the construction of a low piece of cribwork, 50 feet long, at the head of the breakwater, to prevent the waves from washing away the public road.

In 1909-10, the sum of $100.39 was expended in miscellaneous repairs to the breakwater, which had been damaged by recent storms.

Work begun November 11, and was finished November 27, 1909.

HARBOUR AU BOUCHE.

Harbour au Bouche, Antigonish county, on the southern side of St. George's bay, about 3 miles to the westward of the northern entrance to the Strait of Canso, is a small natural harbour, about half a mile in length and width, with a depth of about 14 feet at low water.

A wharf on the western side of the harbour, purchased in 1907-8, and repaired and extended during the fiscal year 1909-10, with materials procured in 1908-9, is 192 feet in length including the original crib-work and pile structrue, 20 feet in width, extending 170 feet to 10 feet at extreme low water with spaces filled to high water level with brush and stone, and a creosoted pile head 22 feet in line of work by 44 feet, extending to 12 feet at extreme low water.

Construction was in progress August 30 to September 27, and repairs October 1 to 9; the expenditure amounting to $397.64; $349.97 in construction and $47.67 in repairs.

Total expenditure to March 31, 1910, including $2,500 for purchase of wharf, $3,613.17.

HARBOURVILLE.

Harbourville, Kings county, is situated on the south shore of the Bay of Fundy, 53 miles northeast of Digby gut, and 9 miles northwest from Berwick on the Dominion Atlantic railway. The population of the settlement is about 200, engaged in fishing and farming, the former being the staple industry. The harbour, which is only 400 feet long by 200 feet wide, and dry at low water, is formed by the mouth of Givan's brook, and affords, at high water, a complete shelter from storms from all quarters to vessels drawing up to 14 feet of water.

The works here consist of two breakwaters or piers, one on either side of the entrance to the harbour. They were built many years ago, before confederation, by the provincial government, when the shipping business of the place was considerably greater than it has been since the opening of the Dominion Atlantic railway in 1868. The western breakwater was extended by the department in 1876.

The work was transferred to the control of the Marine and Fisheries Department on June 12, 1888, and since that date numerous expenditures have been made by the Department of Public Works in repairs and renewals, of which full particulars will be found in the departmental report for 1908-9.

In 1909-10, the sum of $1,869.49 was expended in taking down and rebuilding in solid cribwork, a portion of the eastern face of the breakwater 165 feet long on top, 150 feet long on the bottom, 15 feet wide on top, 9 feet wide on the bottom and 21 feet high.

Spring tides rise 32 feet.

Work begun August 9, and was finished November 30, 1909.

HEATHERTON.

Heatherton, Antigonish county, is a small village 1½ miles above the crossing of the Intercolonial railway over the Pomquet river, a large stream emptying into Pomquet harbour on the southern shore of St. George's bay.

The works include: a work of brush and stone 350 feet in length at face, 50 feet in average width and 5 feet in average height, constructed in 1907-8, immediately below the junction of the Black with the Pomquet river, and a similar work 220 feet in length, 12 feet in width on top, and 6 feet in average height, constructed during the fiscal year 1909-10 at a point about a quarter of a mile below the junction, for the protection of intervale land, part of an Indian reservation, through which the river flows, from damage caused by erosion of its banks.

Work was commenced September 7, and completed October 13; the expenditure amounting to $322.41.

Total expenditure to March 31, 1910, $736.91.

INVERNESS.

Inverness, Inverness county, formerly known as Broad Cove, is an incorporated mining town on the northwestern coast of Cape Breton island, about midway between the harbours of Mabou and Margaree, and 60 miles from Port Hastings on the Strait of Canso, with which it is connected by rail.

Of the amount appropriated for expenditure in 1908-9 towards harbour works at Inverness, re-opening and protecting a channel into McIsaac's pond, a small sheet of water with a good depth over a limited area, formerly separated from the Gulf of St. Lawrence by a beach of sand 400 feet in width, and estimated to cost $82,000, the sum of $910.96 was expended in procuring nearly all the material, with the exception of creosoted timber, required in the re-construction, with pile, brush and stone work, of 300 feet of old channel protection work on the eastern side of the entrance.

During the fiscal year 1909-10, $61.87, of the amount appropriated, was expended in taking care of timber delivered in 1908-9, the balance having been reserved to pay the award of the exchequer court for property expropriated, and $681.05 was expended out of appropriation for creosoted timber, in procuring and taking delivery of the creosoted timber required for work undertaken in 1908-9.

Total expenditure to March 31, 1910, is $1,654.38.

IRISH COVE.

Irish Cove, Cape Breton county, is on the southeastern shore of the Great Bras d'Or lake, near the entrance into East bay.

The works are: a wharf, completed in 1892-3; and the diversion of a brook in 1907-8.

The wharf is a block and span structure of native timber, 161 feet in length and 20 feet in width, consisting of a shore abutment 47 feet in length; a central block 20½ feet in length, and an outer block 57 feet in length, with an 'L' 20 by 20 feet. The depth at the outer end is 12½ feet at low or 13½ feet at high lake level.

A brook flowing through low meadow-land to the shore and thence in an easterly direction, between the shore and a beach of shingle which had gradually extended to

within 270 feet of the wharf, was closed in 1907-8, by the construction of a cribwork dam 40 feet in length and diverted by a new channel straight through the beach at a point 850 feet to the westward of the wharf.

During the fiscal year 1909-10, the sum of $964.52 was expended; $614.57 in repairs to the wharf, including the renewal of 145 piles of the close-piling of the outer block and of 4,800 feet B.M. of covering, and $349.95 in constructing a work of brush, stone and piles extending inward along the east bank of the brook, 240 feet from the dam, to prevent the brook from cutting through the low meadow land and resuming its former eastern direction.

Operations were commenced September 1 and suspended October 19.

Total expenditure to March 31, 1910, $7,922.74.

KELLY'S COVE.

Kelly's Cove, Yarmouth county, lies about 2½ miles south of the present town of Yarmouth. Fifty to one hundred years ago it was the harbour of the place, and around its shores was all that constituted the town. At present, it is merely a shelter for about a dozen fishing boats and there are but a few houses in the immediate vicinity.

The present breakwater-wharf, built before confederation, by the provincial government, is old and decayed, though the bottom timbers are still sound. It is 97 feet in length, 23½ feet in width, and 15½ feet high at the outer end, where, at H.W. O.S.T. there is about 12 feet of water. The work is of ordinary round log, stone-filled, cribwork, and not floored. Immediately to the southwest of the wharf is a piece of cribwork built to protect the beach, 118 feet long, 4 feet high and about 8 feet wide, of which the 30 feet next to the wharf has been destroyed by the waves.

In 1897-8, the sum of $299.72 was expended in partially rebuilding the top of the breakwater wharf, and in the renewal and repair of 100 feet in length of the beach protection work adjoining the wharf.

For the protection of the fishing fleet, the department, on March 27, 1906, awarded a contract in the sum of $7,700, for the construction of a new breakwater, which was finished in October, 1906. It is 281 feet long, 26 feet wide on top, and from 6 to 17 feet high, substantially built of round log cribwork, close-sheathed on the seaward side.

In 1906-7, the sum of $99.60 was expended in underpinning the west or seaward side of the work, which was being undermined by the under-tow set up by the breakwater itself.

In 1908-9, the sum of $4,299.99 was expended in building an extension to the breakwater, 90 feet long, 26 feet wide and from 14 to 16 feet high.

In 1909-10, the sum of $650.85 was expended in placing some fenders, omitted last year; in building a small block of cribwork, 12 feet square and 6 feet high on the seaward side of the shore end of the work, to prevent scour, and in removing a number of rocks and boulders that obstructed the berth for fishing craft on the east side. This breakwater has had the expected result of considerably augumenting the fishing business of the place.

Spring tides rise 14 feet.

Work begun June 14, stopped June 30, resumed August 23, and was finished September 30, 1909.

LA HAVE RIVER.

La Have river, Lunenburg county, an important navigable river about 50 miles west from Halifax. The head of navigation is 12 miles from the sea, at Bridgewater, an important town on the Halifax and South Western railway, 72 miles from Halifax, containing large saw-mills, exporting 30 to 40 million feet of lumber annually to the West Indies and South America.

During the year 1909-10, the W. J. Poupore Company, under contract, removed 23,282 cubic yards (at a cost of $21,357.72) in deepening and widening the river channel, abreast of the lower wharfs of the town.

Work begun August 12, and was completed September 23, 1909.

LITTLE NARROWS (NORTH).

Little Narrows (North) Inverness county, is on the northern side of Little Narrows, a contraction of St. Patrick's channel, an arm of the Bras d'Or lakes, at a point about 7 miles to the eastward of Whycocomagh, and 15 miles to the westward of Baddeck.

In 1908-9, the sum of $140.38 was expended in procuring part of the materials required in the construction of a wharf to extend 70 feet to 12 feet at low lake level and to consist of a shore abutment 14 feet in length and 16 feet in width, of stone, and a pile extension 56 feet in length and 16 feet in width with an 'L' on the western side of the outer end, 16 by 16 feet with creosoted timber bearing, fender and mooring piles.

During the fiscal year 1909-10, the sum of $1,198.06 was expended in procuring the creosoted timber and the balance of other materials required; in constructing the abutment; in driving and capping the bearing piles, and in driving the fender and mooring piles.

Work of construction was commenced on December 6, and was continued up to February 24.

LITTLE NARROWS (SOUTH).

Little Narrows, South, Victoria county, is on the south side of Little Narrows, a contraction of St. Patrick's channel, an arm of the Bras d'Or lakes, at a point about 7 miles to the eastward of Whycocomagh and 15 miles to the westward of the town of Baddeck.

The original wharf was constructed by the department during 1887-8, and consisted of an approach of stone, 10 feet long and 20 feet wide on top; a cribwork block 47½ feet long and 20 feet wide, and a native timber pile extension, 72 feet in length and 20 feet wide, with an 'L' 40 feet long and 20 feet wide on the western side of its outer end, and, after its completion, a warehouse was built on the western side of the shore abutment.

Owing to damage by the teredo, during 1897-8, it was found necessary to reconstruct the outer end; a 'T' head 60 feet in length was substituted for the outer 20 feet of the wharf and 'L,' and the bearing piles in three bents of the approach were renewed.

During 1901-2, extensive repairs were again made, and in 1902-3, the head was extended outwards, a distance of 12 feet, with pilework.

During the last fiscal year, the sum of $2,646.40 was expended in procuring all the materials required for and in reconstructing the pilework. The new work extends to 18 feet at low lake level and consists of an approach 52 feet in length and 20 feet wide, with a 'T' head, 60 feet long on the channel face and 32½ feet wide; all bearing, fender and mooring piles, and braces, walings and lower chocks, are of creosoted timber.

The total expenditure on this work, up to March 31, 1910, is $6,639.89.

The work was not commenced until November 1, and was completed on December 17, 1909.

LITTLE RIVER HARBOUR.

Little River Harbour, Yarmouth county, is a fishing and farming settlement of about 200 people, 12 miles southeast of the town of Yarmouth.

In 1908-9, the sum of $2,000 was expended in building a public wharf of pile-work, 150 feet long, 20 feet wide and from 6 to 15 feet high. In 1909-10, the sum of $299.01 was expended in building an extension 40 feet long and 30 feet wide. Spring tides rise 13 feet.

Work begun October 8, and was finished October 22, 1909.

LIVINGSTON'S COVE.

Livingston's Cove, Antigonish county, is on the southeastern shore of Northumberland strait, about 2 miles southwest from Cape George.

During the year 1909-10, the sum of $200 was expended in the renewal of 1,500 feet B.M. of covering and in placing some 80 cubic yards of stone on the talus.

Spring tides rise 4½ feet.

Total expenditure on this work up to March 31, 1910, is $22,211.87.

The work was commenced on September 21, and completed September 30, 1909.

LOWER WASHABUCK BEACH.

Lower Washabuck, Victoria county, is on the southern side of the eastern end of St. Patrick's channel, an arm of the Little Bras d'Or lake.

Crow point is a small wooded island, connected with the mainland by a gravel and shingle beach, about 900 feet in length, from 20 to 50 feet in width, and about 2 feet above high lake level which, with the island, makes a snug little harbour inside.

As the action of the sea, during easterly winds, was wasting the beach, and danger existed of its being cut through and destroying the boat harbour inside, during 1903-4, the sum of $399.81 was expended in raising the lowest and narrowest portion of the beach, for a distance of 200 feet, by the construction of round timber cribwork, 30 feet wide, and to a height of 3 feet above high lake level.

During the year 1909-10, the sum of $249.99 was expended in placing brush and stone slopes on the outer faces of the cribwork, to prevent the sea from undermining it.

Total expenditure up to March 31, 1910, $649.80.

Work was commenced on October 4, and was completed on October 15, 1909.

MALIGNANT COVE.

Malignant Cove, Antigonish county, is situated on the southeastern shore of Northumberland strait, about 10 miles southwest from Cape George.

In the bight of the cove, separated from the sea by a beach of gravel and shingle of from 100 to 200 feet wide, at high water, and about 4½ feet above that level, lies a pond, fed by a small stream, and a shifting channel through the beach connected the pond with the sea.

During the year 1909-10, the sum of $215.41 was expended in preparing to drive additional close-piling on the channel face of the outer end of the western pier.

Spring tides rise 4½ feet.

Total expenditure up to March 31, 1910, is $23,397.

Work was commenced on November 11, and was completed on December 20, 1909

MARBLE MOUNTAIN.

Marble Mountain, Inverness county, is a settlement on the northern side of West bay, an arm of the Great Bras d'Or lake, about 14 miles to the eastward of the head of the bay.

The place was of very little importance until a few years ago, when the extensive limestone quarries there were bought by the Dominion Iron and Steel company, who employ a large number of men, and ship the output of the quarries to Sydney to be used in connection with their smelting works.

During 1906-7-8, a block and span wharf, extending to 15 feet at low water, 185 feet in length and 20 feet wide, with an 'L' on the northern side of the outer end, was constructed by the department.

Out of the amount voted for 1909-10, the sum of $834.47 was expended on the construction of a road, some 1,050 feet in length and 20 feet in width, to connect the wharf with the public road.

Total expenditure on this work, up to March 31, 1910, not including amount paid for site of wharf and for right of way for road, is $3,089.06.

Work was commenced on October 14, and was discontinued on December 22, on account of frost and snow.

MARGAREE HARBOUR.

Margaree Harbour, at the mouth of the Margaree river, Inverness county, is on the west coast of Cape Breton island, about 30 miles northeast of Port Hood. It had a narrow intricate channel through which the tide ran at the rate of four knots, and its entrance was obstructed by a bar of shifting sand over which there was, at times, a depth of only 5 feet at extreme low water.

Expenditures have been made by the Department in the construction and maintenance of channel protection and improvement works on the west side of the entrance and in the construction of beach protection works on the east side.

The works on the west side include works built by the provincial government and extended by the department and work of improvement undertaken in 1900-1.

The depth at extreme low water in the channel opposite the west side protection work was found in 1909 to be nowhere less than 10 feet, and over a bar outside, not less than 9 feet.

During the fiscal year 1909-10, the sum of $300.08 was expended in cutting down to 2 feet below low water, 24 feet of the outer end of the west side protection work, which had been damaged by ice during the winter of 1908-9, and in partly close-fendering the end face of the work thus exposed.

Work was commenced November 13 and suspended on December 31.

Total expenditure to March 31, 1910, including $5,006 on beach protection works (east side) and a refund of $274.87 to the provincial government, $35,520.26.

MARGAREE ISLAND.

Margaree Island, Inverness county, is situated in the Gulf of St. Lawrence, 2½ miles off the western coast of Cape Breton Island, and 27 miles northeast of Port Hood.

A wharf on the eastern side and near the southern extremity of the island, commenced in 1899-1900 and completed in 1901-2, is 100 feet in length and 20 feet in width, including: 28 feet of cribwork, the southern side of which has been strengthened by the construction of a concrete wall 18 feet in length, 4 feet in width and 7 feet in average width; and a cribwork block 72 feet in length. The outer 40 feet was reconstructed during the fiscal year 1909-10, and in repairing and reballasting the adjoining cribwork the expenditure amounted to $1,725.90.

The depth at extreme low water at the outer end of the wharf is 5½ feet.

Spring tides rise 4 feet.

The work was in progress August 16 to September 30, October 9 to 30, and November 8 to 15.

During progress of repairs and reconstruction, a succession of storms caused considerably delay and loss of ballast. The outer block was moved to the southward at its inner and outer ends: respectively 2 and 6 feet and had to be finished 2 feet lower than the rest of the cribwork.

Total expenditure to March 31, 1910, including $1,666.80 charged to appropriation for creosoted timber, $8,900.75.

MARGAREE RIVER.

Margaree River, Inverness county, is a large stream on the west side of Cape Breton island, flowing through extensive meadows to the Gulf of St. Lawrence.

Works for the protection of intervale lands, undertaken in 1907-8 and continued during the two following years, include: upper and lower shear-dams in the Ross-Ingraham settlement, North East Margaree, of piles and brush 15 feet in width, respectively, 420 feet in length and 6½ feet in height; 250 feet in length and 5 feet in height; work of brush and stone at Doyle's bridge and Deagle's intervale, 5 feet in height, respectively, 320 feet in length and 8 feet in width, and 150 feet in length and 10 feet in width on top.

Of the $300 authorized for expenditure in 1909-10, the sum of $245.56 was paid on account of an over-expenditure made in 1908-9 in completing the lower shear-dam in the Ross-Ingraham settlement.

Expenditures to March 31, 1910:—

Ross-Ingraham settlement (upper shear-dam)	$1,379 27
" " (lower ")	1,165 53
Doyle's Bridge	200 15
Deagle's Intervale	297 44
Total	$3,042 39

MARGARETVILLE.

Margaretville, Annapolis county, is the most important village on the south shore of the Bay of Fundy, between Digby gut and Scott's bay; it is 42 miles northeast from the former, 36 miles southwest from the latter, and 9 miles north of Middleton, an important station on the Dominion Atlantic railway. It has a population of 500 engaged in fishing and farming.

A pier was begun in 1837 by the provincial government and subsequently extended a length of 471 feet. The work was taken over by the Public Works Department in 1871, since which time it has had frequent repairs and renewals, a full history of which will be found in the report of the department for the year 1907-8.

In 1908-9, the sum of $2,581.13 was expended in building an extension to the eastern breakwater begun in 1902-3, 50 feet long on the west side, 40 feet long on the east side, from 32 to 40 feet wide and from 22 to 25 feet high.

In 1909-10, the sum of $288.04 was expended in completing the work. The sum of $486.02 was also expended in repairs to the west breakwater, which had been damaged by heavy seas in the late autumn and winter.

Spring tides rise about 32 feet.

The finishing of the east breakwater was begun July 5, and was completed July 27, 1909.

The repairs to the west breakwater were begun November 2, and completed March 28, 1910.

M'NAIR'S COVE.

McNair's Cove, Antigonish county, is on the western side of St. George's bay, about 2 miles to the southward of Cape George.

A breakwater, 400 feet in length and 20 feet wide, built during 1872-3-4, on the north side of the cove, was carried away in 1879 by drift ice, to within 100 feet of the shore end, down to from 3 to 6 feet at low water. During the summer of 1883, 70 feet of the shore end was rebuilt, and during 1884-5 the work was extended a distance of 94 feet, but this extension was badly damaged by drift ice in April, 1885, and was subsequently carried away.

During 1886-7-8, the bottom of the damaged work was dredged out, and a new work, 160 feet in length, 32 feet wide on top, with a sloping face on the seaward side, 8 feet wide and sloping 1 to 1, was constructed and, on its completion, the total length of the breakwater was 330 feet, with a depth of 12 feet at low water at its outer end.

The work was built entirely with native timber, and as it became weakened by the action of the teredo, particularly on the seaward face, during the years from 1890 to 1894, the outer end and the faces on each side of it, for a distance of 20 feet, were protected by creosoted timber close-piling, and its seaward face, by a talus of quarried stone.

During the years from 1897-1901, the timber wall under the sloping face, which was damaged by the teredo, was reconstructed down to low water and close-fendered with hard-wood timber, and the stone in the talus was raised to the top of the close-fendering.

During 1901-2-3, the inner end of the work, which was constructed partly in 1872, and partly in 1883, and was only 20 feet wide, was widened to 30 feet, for a distance of 120 feet, from the outer end.

In the year 1904-5, a block 80 feet long and 32 feet wide was placed across the outer end of the work as a protection to the old work, and to form an 'L' on its western side, for the improvement of the sheltered area on the leeward side of the breakwater. This block is constructed with round timber, creosoted to half tide, fully ballasted, and protected on all outer faces with close-sheathing.

During 1908-9, the top of the outer end of the seaward side of the old work, for a distance of 80 feet, and for a width of 16 feet, including the sloping face, was removed down to 2 feet below low water and reconstructed with creosoted timber up to half tide, and the new face was close-sheathed and the stone in the talus in front of it was raised to high water mark.

The sum of $3,755.34 was expended during the last fiscal year for the creosoted timber required for a proposed extension of the 'L' on the outer end of the breakwater, 80 feet long and 32 feet wide, and the sum of $269.11 was expended for urgent repairs.

Spring tides rise 4 feet.

The total expenditure on this work, up to March 31, 1910, is $81,452.75.

M'PHERSON'S COVE.

McPherson's Cove, Cape Breton county (south), is situated on the southern side of East bay, an arm of the Great Bras d'Or lake, about 32 miles to the northeastward of St. Peter's canal, and 16 miles to the southwestward from the head of East bay.

On September 19, 1908, a contract was entered into for the construction of a wharf, but the work was not commenced until June, 1909, and was completed on July 20, following.

The wharf extends to 12 feet at low lake level, and is a block and span structure, 100 feet long and 20 feet wide, with an 'L' on the eastern side of the outer end, 20 by 20 feet. The shore abutment and blocks are built of round timber, creosoted to high water; the faces of the outer block and western and northern faces of the central block, are close-sheathed between the fenders.

In addition to the construction of the wharf, during 1909-10, the sum of $500 was expended on the construction of a road, about 1,000 feet in length and 16 feet in width, to connect the wharf with the public road.

The work on the road was commenced October 14, and was completed December 9, 1909.

METEGHAN.

Meteghan, Digby county, is situated on the south side of St. Mary's bay, 25 miles north of Yarmouth, 20 miles south of Weymouth, 2½ miles from Meteghan

river, and 40 miles south of Digby, the county town. The nearest railway station on the Dominion Atlantic railway, which lies approximately parallel to the coast, and has its terminus at Yarmouth, is about 7 miles distant. The whole coast of St. Mary's bay, from Digby to Yarmouth, is thickly settled, being in fact almost one continuous straggling village for the whole distance of 67 miles.

Next to Digby and Yarmouth, Meteghan is the most important settlement on the bay shore, having a population of 1,000 engaged in farming, fishing, lumbering and general trade.

The harbour works consist of a breakwater and landing pier, of cribwork, built between 1837 and 1860 by the provincial government and the inhabitants. The pier is 200 feet long and 20 feet wide. The breakwater 20 to 26 feet wide, runs out a distance of 925 feet from the shore, and has a return or 'L' of 85 feet at the outer end, which is 24 feet wide and 30 feet high, standing in from 25 to 27 feet of water, at H.W.O.S.T.

In 1875, at which date the work appears to have been taken over by the department, the breakwater was extended and repaired.

From 1875 to 1906, many expenditures were made by the department in repairs and renewals, of which a full account will be found in the departmental report for 1905-6. Since the latter date, no monies have been expended on the work.

In 1909-10, the sum of $300 was expended in emergent repairs to the covering, stringers and guard-timbers of the outer end of the breakwater which had been damaged by recent storms.

Work begun November 1, and was finished on November 22, 1909.

MIDDLE RIVER (INDIAN BROOK).

Indian Brook, Victoria county, is a large stream emptying into Middle river, about 4 miles from its mouth, and about 1 mile below the shear-dam constructed by the department at Lower Middle river.

At a point on Indian brook, about 1 mile above its junction with the Middle river and immediately below the highway bridge, which crosses the brook, some years ago the brook left its old channel, which was comparatively a straight one and, by cutting a new one through the intervale, caused a considerable amount of damage.

During 1908-9, the sum of $432.87 was expended in obtaining the necessary materials for the construction of a shear-dam to deflect the brook back into its old channel and thus prevent further damage to the intervale; during the last fiscal year the sum of $700 was expended in its construction.

The shear-dam is 280 feet in length, 8 feet in width, of an average height of 5 feet, and consists of pile-work, filled in solidly with alternate layers of brush and stone and protected by close-piling on the channel face.

Work was commenced on September 22, and was completed on December 22, 1909.

MIDDLE RIVER (LOWER).

Middle River, Victoria county, is a large stream emptying into Indian bay, on the northern side of St. Patrick's channel, an arm of the Bras d'Or lakes.

About 5 miles above its mouth, the river flows through alluvial lands, easily acted upon by the strong currents, particularly during freshets, and by opening up new channels, caused great loss of valuable lands.

Since 1903, three shear-dams were constructed along the river at this point, for the purpose of straightening and confining the course of the river, and the works proved successful as far as they went. At the end of the year 1908-9, the lower dam was 1,042 feet, the middle 220 feet and the upper dam 600 feet in length. All these dams consist of pile-work, filled in solidly with brush and stone, laid in alternate layers, and protected on the channel face with close-sheathing.

During the last fiscal year, the sum of $1,100 was expended in constructing a low pile, brush and stone dam, 250 feet in length and 10 feet in width in front of the deepest portion of the upper dam, to prevent undermining of the gravel bottom.

Total expenditure to March 31, 1910, is $12,229.64.

Work was commenced on August 23 and was completed on October 9.

MIDDLE RIVER (UPPER).

Upper Middle River, Victoria county, is a settlement on the Middle river, a large stream emptying into Indian bay, on the northern side of St. Patrick's channel, an arm of the Bras d'Or lakes, and is situated about 11 miles from and above the mouth of the river.

For the purpose of deflecting the course of the river, above the foot bridge, where it threatened to leave the old and cut a new channel through valuable intervale lands, during 1907-8-9, the sum of $2,185.15 was expended in the construction of a shear-dam 400 feet in length; the upper 100 feet consisting of brush and stone, and the lower 300 feet, of three rows of pile-work, 15 feet wide, filled in solidly with brush and stone and sheathed on the channel face with plank driven into the bottom.

During the last fiscal year, the sum of $401.02 was expended in the construction of a short dam, above the old dam, to prevent the river from cutting in behind it. The new dam is 90 feet in length, of which the upper end for a distance of 30 feet is of brush and stone, and the lower 60 feet is pile-work, filled in with brush and stone.

Total expenditure to March 31, 1910, is $2,586.17.

Work was in progress from November 8 to 19.

MINASVILLE.

Minasville, Hants county, is a farming and lumbering settlement on the shore of Minas Basin, about 3 miles west of Noel. It contains two stores, post office, and has a population of about 300, within a radius of 2 miles. Two saw-mills are situated here and besides the lumber shipped by them, a large quantity of piling is also exported, making the total shipment about one million feet annually.

The harbour consists of a small bay exposed to winds and sea from the north and northwesterly direction. To protect the shipping and to facilitate the handling of rafts of lumber and piling, the department expended the sum of $9,000 in the year 1909-10, in constructing, by contract, a breakwater, 350 feet long, 20 feet wide and from 9 to 22 feet high, with a break 3½ feet high on the seaward side. The work was done by Messrs. J. E. & Halle Bigelow.

Work begun June 15, and was finished September 20, 1909.

MIRA RIVER.

Mira river, Cape Breton county (south), is a large stream flowing into Mira bay, a bay on the east coast of Cape Breton island, between Cow bay and Louisburg harbour. It discharges the waters of Mira lake and Salmon river, and is the outlet of an interior navigation of 25¾ miles, but the ordinary depth over the bar at its entrance into the bay is only 4 feet and seldom exceeds 8 feet, except in extraordinary spring tides. Two miles above the entrance, the river expands into a lake of varying widths. It is crossed by the Sydney and Louisburg railway bridge and by a highway bridge, near the entrance; by the Albert and Marion highway bridges, respectively 5¾ and 13¾ miles from the entrance and by the Victoria bridge, at the head of navigation, 25¾ miles inland. These, with the exception of the Victoria bridge, are draw bridges. During the summer season several small steamers are engaged in passenger and freight traffic, landing being effected at a small and inconvenient wharf near the Albert, Marion and Victoria bridges.

During the fiscal year 1909-10, the sum of $924.98 was expended in constructing a wharf on the east side of the river at Grand Mira (known locally as Grand Mira, south), 3½ miles below Victoria bridge, for which all the materials required, with the exception of the covering, were procured in 1908-9. The wharf is a block and span structure, 20 feet in width, extending 75 feet to 8 feet at low water, summer level, the depth required for small steamers and sailing vessels. A road to the wharf has been constructed by the municipality through land originally belonging to the Roman Catholic Church corporation.

Work of construction was in progress from September 1 to October 12.

Total expenditure to March 31, 1910, $1,339.63.

MONK'S HEAD.

Monk's Head, Antigonish county, is on the southern shore of St. Georges bay, between the harbours of Antigonish and Pomquet. A large sheet of water to the westward of Monk's Head, known as Dunn's Lake, is separated from the bay by a beach of shingle, and from Antigonish harbour by a neck of marsh land.

In 1894-5, a channel for boats was opened between Dunn's lake and Antigonish harbour, and a highway bridge was constructed over its western entrance. Subsequently, the bridge and its abutments were re-constructed and channel protection works consisting of piling, brush and stone were constructed, extending from the bridge inwards, 215 feet on the northern and 240 feet on the southern side. The channel is 700 feet in length, is about 20 feet wide at the bottom and has a minimum depth of 1 foot at extreme low water.

Spring tides rise 4 feet.

During 1904-5 and 1908-9, the superstructure of the bridge was renewed, the faces of its brush and stone abutments were re-constructed, and 150 feet of the channel protection works rebuilt.

During 1909-10 the sum of $150 was expended for an additional strip of land, 18 feet wide, required on each side of the channel.

Total expenditure to March 31, 1910, including $150 paid for additional land required, is $2,504.03.

MORDEN.

Morden, Kings county, formerly called French Cross, is a small fishing and farming village of about 150 people, situated on the south shore of the Bay of Fundy, 50 miles northwest of Digby gut, and 9 miles from Aylesford station on the Dominion Atlantic railway.

The pier or breakwater, which is the most westerly in Kings county, was begun in 1846, at the joint expense of the inhabitants and the provincial government. It is built of round log cribwork, filled with ballast, close-sheathed on the seaward side and outer end. It is about 365 feet in length, and varies in width from 28 feet at the shore end, to 45 feet at the outer end, where it is 26 feet in height. It has had many repairs, renewals and extensions, complete details of which are contained in the annual report of 1904-5.

In 1907-8, the sum of $100 was expended in again removing an accumulation of gravel from alongside the breakwater.

In 1908-9, the sum of $236.80 was expended in the repair and renewal of a portion of the covering plank and in the purchase of timber for further repairs and renewals.

In 1909-10, the sum of $399.83 was expended in filling, with new solid cribwork, a breach about 60 feet long in the seaward face of the shore end of the work, made by heavy seas the previous winter.

Spring tides rise about 32 feet.

Work begun October 11, and was finished November 12, 1909.

NEW HAVEN.

New Haven, Victoria county, is an important fishing station at the head of a small cove, on the Atlantic coast of the northern extremity of Cape Breton Island, about midway between Ingonish bay and Cape North.

The cove is entirely open to the east and southeast and, during winds from those quarters, fishing boats have to be hauled up upon the beach for safety. During 1893-4 the department expended the sum of $635.12 in widening and improving the landing, by the removal of large boulders, and in the construction of a cribwork 90 feet long and 16 feet wide, for the protection of the landing beach.

During the fiscal year 1909-10, the sum of $40 was expended in re-ballasting portions of the top of the cribwork and in widening and improving the landing beach.

Spring tides rise four feet.

Total expenditure to November 30, 1909, $675.12.

Work was commenced on October 2, and completed on October 7.

NOEL.

Noel, Hants county, has a population of about 500, and is situated on the south shore of Cobequid bay, the extreme eastern arm of the Bay of Fundy. It is 13 miles west of Maitland, and 38 miles northwest of Kennetcook, the nearest railway station on the Dominion Atlantic railway. The principal industries are farming and the quarrying and shipping of plaster rock, large quantities of which are exported to the United States each year.

In 1889, a public wharf was built by the department by day labour. It consists, first, of 35 feet in length of brush and stone causeway aproach; next, a 30-foot block of cribwork, close faced and filled to the top with gravel and stone; then, 203 feet in length of pile-work, 25 feet wide on top, with a double-row of close-piling on the exposed northern side, and an 'L' at the outer end, with a face length of 62 feet. Along the outer face of the 'L' the work is 24 feet high, having a depth of water at H.W.O.S.T. of 21 feet.

In 1900-1, the sum of $60.15 was expended in renewing the planking at the outer end of the wharf.

In 1904-5, the sum of $1,000 was expended in repairs and renewals to the top of the wharf.

In 1908-9, the sum of $1,977.05 was expended in building an extension to the pile-wharf, 60 feet long and 40 feet wide along the west side and 60 feet long and 10 feet wide on the northern face or outer end of the work.

During 1909-10, the sum of $274.15 was expended in completing the close-piling and in renewing some pieces of flooring.

Work begun October 8, and was finished October 31, 1909.

The work was transferred to the control of the Department of Marine and Fisheries on October 5, 1889.

OWL'S HEAD.

Owl's Head, Halifax county, is a fishing settlement on the Atlantic coast, immediately west of the entrance to Ship harbour, 50 miles east of the City of Halifax, the population of the place within a radius of about 1 mile is about 300, dependent, almost wholly, upon the fisheries. The value of the annual catch is about $17,000.

In 1908-9, the sum of $1,943.08 was expended in the partial construction of a public wharf and in the purchase of timber for its completion in 1909-10.

During the year 1909-10, the sum of $494.96 was spent in completing the wharf. The completed work is 220 feet long, 20 feet wide, of solid, stone-filled cribwork, 5 feet high at the shoreward end and 18 feet high at the outer end, where there is a depth of 10 feet of water at L.W.O.S.T.

Work begun June 21, and was finished July 21, 1909.

OYSTER POND.

Oyster Pond, Guysboro county, is one of several large ponds on the northern shore of Chedabucto bay, which form the only boat harbours between Sand Point, on the western side of the southern entrance to the Strait of Canso, and Guysboro harbour, a distance of 15 miles.

The works at Oyster Pond, undertaken for the protection of the entrance, which was improved by hand dredging in 1876, are: a breakwater on the eastern side of the entrance, and a beach protection work and a breakwater on the western side, all of round timber cribwork, fully ballasted and close-fendered on all exposed faces.

The breakwater on the eastern side extends 385 feet from the original point of beach outward, in a southerly direction nearly parallel to the channel, to 1 foot at extreme low water, in 3 sections: 180 feet (built in 1876); 105 feet (built in 1884-5); and 100 feet (built in 1908-9), respectively 14, 16 and 16 feet in width on top. The top of the covering is 5 feet above extreme high water. The beach on the eastern side has gradually extended to within about 90 feet of the outer end.

The protection work on the western side, undertaken in 1897-8, for the purpose of restoring to its original condition the beach which formed a natural protection to the best anchorage in the pond, but had been gradually worn away after the construction, in 1884-5, of the middle section of the eastern breakwater, extends 400 feet in an easterly direction towards the channel near the entrance to the pond, to 4 feet at extreme high water. It is 12 feet in width on top, to within 40 feet of the outer end and 16 feet in width on top, over the outer 40 feet, and has an 'L' or spur on the seaward side, at the outer end, 40 feet in length and 16 feet in width on top. The top of the covering is 4 feet above extreme high water. Since its construction, a beach of shingle has formed on the seaward side out to and around the outer end.

The breakwater on the western side, completed in 1909-10, extends from a point 135 feet to the westward of the inner end of the beach protection work, in a southerly direction, 313 feet to 1 foot at extreme low water, the outer end being nearly opposite the outer end of the eastern breakwater and 370 feet therefrom. It is 10 feet in width on top, over the inner 184 feet and 16 feet in width on top over the outer 129 feet. The top of the covering is 5 feet above extreme high water.

The depth at extreme low water over the bar at the entrance is believed to be 1 foot 6 inches. Spring tides rise 6 feet.

The sum of $1,917.60 was expended during the fiscal year 1909-10 in completing the construction of the breakwater on the western side, for which most of the materials required were procured in 1908-9, and in improving the entrance by hand dredging.

Operations were commenced June 14, and suspended November 23.

Total expenditure to March 31, 1910, $12,409.45.

PICTOU ISLAND.

Pictou Island, Pictou county, is situated in the Strait of Northumberland, about 10 miles northeast of the entrance to Pictou harbour.

There were two wharfs on the south side of the island; one near the west and known as the 'west wharf,' and one near the centre, known as the 'east wharf.'

The west wharf is 324 feet in length and 20 feet in width (with the exception of the inner 55 feet, which is only 12 feet in width), and has an 'L' on the east side of the outer end 60 by 30 feet. The depth at extreme low water at the outer end is 4 feet 6 inches.

The east wharf, originally 328 feet in length and 20 feet in width with a depth at extreme low water at the outer end of 4 feet 9 inches, was damaged in 1906 and has since been destroyed.

In November, 1909, the sum of $6 was expended in transferring some plank (left after the completion of work at Abercrombie Point) to the island and in repairing the covering of the west wharf.

Total expenditure to March 31, 1910, on 'east' and 'west' wharfs, $14,431.37.

PLEASANT HARBOUR.

Pleasant Harbour, Halifax county, is a well-sheltered harbour or bay, situated 3 miles west of Tangier, 4 miles east of the mouth of Ship harbour and about 48 miles in an air line east of Halifax. It embraces a scattered population of about 200, engaged in fishing and farming.

In 1908-9, the sum of $749.99 was expended in the construction of a public wharf and in the purchase of timber for its completion.

During the year 1909-10, the sum of $30 was expended in piling and properly storing timber on hand for the completion of the work.

Work begun August 3, and was finished August 6, 1909.

PLYMOUTH.

Plymouth, Yarmouth county, is a small but thriving farming and fishing settlement of some 300 people, situated on the west side of Tusket river, near its mouth, 6 miles southeast of the town of Yarmouth.

A small wharf was built here by the inhabitants, many years ago, for the accommodation of fishing craft and small vessels loading fish and farm produce and landing sea manure. Being so far dilapidated as to no longer serve the public need, the department in 1901-2, expended the sum of $488.21 in building a new wharf of pile-work, 61 feet long, 25 feet wide, and from 6 to 9 feet high, with an approach of gravel-covered embankment 100 feet long.

In 1902-3, the sum of $97.38 was expended in removing some obstructions alongside, and in completing the road to the pile wharf built the previous year.

In 1905-6, the sum of $125 was expended in rebuilding a short block of cribwork which was damaged by ice last winter and in gravelling the road approach.

In 1909-10, the sum of $66.41 was expended in repairs to the floor.

Spring tides rise 15 feet.

Work begun June 21, and was finished June 25, 1909.

PORTER'S LAKE.

Porter's Lake, Halifax county, is a long narrow strip of fresh water, lying nearly north and south, and situated about the middle of Halifax county, or about 15 miles east of the provincial capital. It is about 18 miles in length, from a quarter to half a mile wide and, the water being of good depth for almost its entire length, it is navigable for vessels of 60 tons to its extreme head. The normal level of the lake is some two to three inches above H.W.O.S.T.

Up to about 1873, the outlet, which is directly into the Atlantic, through a gravel beach about 200 feet wide, was navigable for schooners drawing 6 feet of water, and a considerable trade was then done on the lake in the export of timber, lumber, cordwood, farm produce and fish. Since that time, the outlet has been gradually and permanently filling up with accumulations of gravel, washed in by southerly and easterly storms. In order to maintain the outlet, to prevent the road along the margin of the lake from being flooded, and to admit fish into the lake, there was expended by the department between 1881 and 1898, a total of $2,031.14, in sums of $40 to $100.

Since 1901, numerous expenditures have been made on the permanent outlet, described in detail in the departmental report of 1907-8. These expenditures having resulted in but slight, temporary relief, and no permanent improvement, the department, in 1900-1, expended the sum of $8,262.44 in beginning the construction of a

permanent channel through the neck of land, 2,400 feet wide, separating the main body of the lake from the extreme head of Three Fathom harbour. The total expenditure on this attempt at a permanent outlet has been $23.407.22, the last being $1,484.52 in 1908-9.

In 1908-9, the sum of $106 was expended in re-opening the old outlet, and the sum of $596.86 in a new experimental outlet through Half Island beach. This has not proved a success, owing to the great exposure of the beach and the filling up of the outlet by sand and gravel after every heavy storm. $1,484.52 was expended in further deepening the permanent outlet.

During the year 1909-10, the sum of $176.09 was expended in opening, and keeping open, the old outlet.

Work begun September 2, and was finished October 28, 1909.

PORT HASTINGS.

Port Hastings, Inverness county, is on the eastern side of the Strait of Canso, 2½ miles to the northward of Port Hawkesbury. The Inverness Railway and Coal Company have piers at this place for the shipment of coal from their mine at Inverness, on the Gulf of St. Lawrence, 60 miles distant.

A contract, entered into September 28, 1908, for the construction of a wharf, warehouse and roadway, was completed during the fiscal year 1909-10.

The wharf consists of a cribwork retaining wall, 105 feet in length and 14 feet in width (with earth and stone filling behind it, 40 feet in width); a triangualr cribwork block, in continuation of the retaining wall, 55 feet in length at face, and 65 feet in width, and an outer block 120 feet in length and 40 feet in width, placed so as to be in line with a possible extension of the Inverness Railway and Coal Company's low level shipping pier and nearly parallel to, and 130 feet from, a line in extension of the inner or northern face of the high level shipping pier. The depth, at extreme low water on the southern side of the outer block, varies from 14¾ feet at its outer to 10 feet at its inner end. The top of the covering is 5 feet above extreme high water.

Spring tides rise 5 feet.

The warehouse, at the back of the triangular block, is a one-story building, 30 by 20 feet with two doors, a sliding and swing door, on the southern side.

The roadway extends 320 feet from the inner end of the wharf to a public road leading from the railway station to the village of Port Hastings. It is properly graded, covered with broken stone, has plank crossings over the railway, a siding near the inner end of the wharf and a box culvert at the junction with the public road.

Work of construction was commenced June 7, and completed September 24, 1909.

Total expenditure to March 31, 1910, including amount of contract, $10,550; $982.20 was paid on account of changes in location of the outer block and roadway, and $279 for inspection, but not including cost of advertising or of land expropriated, $11,811.20.

PORT HOOD HARBOUR.

The harbour of Port Hood is on the east coast of Cape Breton Island, about 20 miles to the northward of the northern entrance to the Strait of Canso.

The harbour was formerly a secure one; Smith island, which forms its west side, having been connected with the mainland by a beach of sand. In 1839, the sea made a break through the beach; the opening, at first narrow, was enlarged by the tidal current, with increasing rapidity, until it was entirely swept away. The harbour is now unsafe during northerly gales, except in a small cove on the east side of Smith island.

Works forming part of a proposed breakwater, of brush and stone with stone covering and with a talus of stone on the seaward side, to close the northern entrance,

are: a work, undertaken in 1903-4 and continued every year up to 1908-9, extending, from a point on the mainland 1,200 feet to the northward of the public wharf towards a point on the island to the northward of Smith cove, 1,600 feet to 19¾ feet at extreme low water; and a work, built during the fiscal year 1909-10, extending, from the island, 633 feet to 21 feet at extreme low water, or to within 2,500 feet of the outer end of the work extending from the mainland. The work on the mainland side is 1 foot below extreme high water from the inner end to a point 900 feet from the inner end, 3 feet below extreme high water from 900 to 1,400 feet from inner end and sloping from 3 feet below extreme high water to 19 feet 9 inches below low water at the outer end. The work on the island side slopes from about the level of high water at the inner end to 21 feet below low water at the outer end.

Spring tides rise 4 feet.

During the fiscal year 1909-10, the sum of $15,000, the amount appropriated, was expended. Operations were commenced June 24 and suspended September 3.

Total expenditure to March 31, 1909-10, $93,574.34.

PORT HOOD WHARF.

Port Hood, the shiretown of Inverness county, is on the west coast of Cape Breton Island, 20 miles north of the northern entrance to the Strait of Canso.

A pier on the east side of the harbour, commenced by the provincial government in 1865, was originally 550 feet in length and 24 feet in width, with an 'L' on the south side of the outer end 100 feet in length and 25 feet in width. It came under the charge of the federal government in 1871, since which time extensive repairs and renewals have been made, including the construction of a new block, 125 by 25 feet at the outer end, in 1873; the construction of a block, 50 by 32 feet at the south end of the 'L' in 1888-9, and the construction of a block, 71 by 24 feet, at the outer end in 1889-90. The old provincial government work was of square timber, close-faced; the additions and parts reconstructed by the department are of round timber laid open-faced. The pier has been protected on the seaward side, at the outer end and on the south end and inner side of the 'L' by close-piling, and on both sides to within 74 feet of the outer end by a stone talus.

Repairs and improvements were made in 1890-1-2, and nearly every year since 1896-7, including renewal of floor-stringers and covering at the inner end; raising, repairing and close-piling the outer end and 'L'; in placing quarried stone in the talus on the seaward side, and in general repairs to the seaward face.

During the fiscal year 1909-10, the sum of $1,299.67 was expended effecting the following repairs: a section of the seaward face of the work, 85 feet from the outer end, 40 feet in line of work by 15 feet in width, was cut down to low water and rebuilt; a section of the outer end face, 25 by 20 feet was cut down to an average depth of 5 feet and rebuilt; floor-stringers, covering and cap-timbers were replaced at the inner end for a length of 35 feet; 50 cubic yards of large quarried stone was placed in the outer end of the talus; about 30 piles were driven where required, and general repairs were made to the covering.

Operations were in progress July 4 to October 18.

Total expenditure to March 31, 1910, including $916.11 refunded to the provincial government, but not including dredging, $79,991.60.

PORT LORNE.

Port Lorne, Annapolis county, formerly called Port Williams or Marshall's Cove, is situated on the Bay of Fundy, 32 miles northeast of Digby gut, and 6 miles northeast from Paradise station, on the Dominion Atlantic railway. The settlement comprises about 300 people, engaged in fishing and farming.

The breakwater was begun in 1825, at the joint expense of the inhabitants and the provincial government, the outlay on the work up to 1867 being $16,000. The first work done by this department was in 1873-4, when the breakwater was extended a length of 67 feet at a cost of $3,500. In 1882-3-4, the work was further extended a length of 100 feet, width 36 feet and height 25 feet, at a cost of $5,402.69.

Between 1884 and 1907, numerous expenditures were made for repairs, renewals and extensions, fully described in the departmental report for the year 1906-7.

In 1908-9, the sum of $2,908.86 was expended in the construction of a new breakwater on the east side of the little harbour. The work is 140 feet long, 25 feet wide and from 7 to 15 feet high.

Owing to the lateness of the season at which the work was begun (September 15, 1909), it was not quite completed at the end of the fiscal year.

In 1909-10, the sum of $600 was expended in continuing the work which again, owing chiefly to the lateness of the season, was not quite finished.

Spring tides rise about 32 feet.

Work begun October 1, and was suspended on October 30, 1909.

PORT MAITLAND.

Port Maitland, Yarmouth county, is a prosperous and important fishing and farming village, with a population of about 600, situated on the southeast side of the mouth of the Bay of Fundy, 12 miles north of the county town of Yarmouth.

The harbour works were begun about the year 1859, by the provincial government. They consist of an eastern and a western, or main breakwater of cribwork. The former is 400 feet long by some 20 feet wide, and the latter 500 feet long, 22 to 25 feet wide, with a return 54 feet long, 24 feet wide and 27 feet high, along which there is a depth of water of 19 feet at H.W.O.S.T. The breakwaters, or piers, inclose between them a snug high water harbour of two and a quarter acres in extent.

In 1873-4, the department raised and extended the eastern breakwater, and has since maintained and improved the works. Details of expenditure incurred and work done may be found in the annual report of 1904-5.

In 1907-8, and 1908-9, the sums of $199.61 and $1,671.05 respectively were expended in repairs and improvements. (Details in report for 1908-9.)

In 1909-10, the sum of $4,798.38 was expended in taking down the old 'L' of the breakwater, and building a new block of cribwork, 90 feet long, 25 feet wide, and from 18 to 24 feet high. The new block is built on 50 creosoted piles driven through the sand to the hard bottom and cut off at low water mark. The space between the tops of the piles as cut off and the top of the sand beneath, from 2 to 4 feet, was filled with brush and stone. The lower five courses of timber, above the piles are creosoted square timber, 10 inches by 12 inches.

Work begun, June 8, and was finished November 30, 1909.

The work was transferred to the control of the Department of Marine and Fisheries on June 22, 1885.

PORT WADE.

Port Wade, Annapolis county (in former departmental reports called Victoria Beach). Port Wade is situated on the north side of Annapolis Basin, 13 miles southwest from Granville ferry, which is on the north side of the Annapolis river, directly opposite the town of Annapolis. It is 4 miles northeast from the town of Digby, and about 1 mile and a half to the northeast of the entrance to Digby gut. The whole distance from Granville ferry, 13 miles, and for a further 2 miles to Digby gut is a thrifty and well settled farming and fruit growing district, with a considerable fishing industry in the lower 5 or 6 miles.

Port Wade is the southern terminus of the Middleton and Port Wade railway, built some four years ago, 51 miles long, now part of the Halifax and Southwestern Railway system.

In 1904-5-6, a large pile-work pier was built by the department at a cost of about $95,000 (contract, $93,890). The total length of the structure is 1,337 feet, by a width of 50 feet, and a height along the whole length of the 'L' of 57 feet. The 'L' is 456 feet long, and at L.W.O.S.T. carries a depth of 25 feet of water. Spring tides rise 27½ feet, neaps 23 feet. Out of the total number of bents, 153, the shoreward 40 are of native spruce piles, the remaining 113 being of creosoted Virginia pine. Caps, braces, stringers, walings and guards are all of Georgia pine. The flooring is of native spruce 6 inches thick.

In 1909-10, the sum of $200 was expended in screw-bolting some few of the stringers of the inclined slip, which had been slightly lifted by ice, and in placing 7 ladders at convenient places along the outer face of the pier.

Work begun October 7, and finished November 5, 1909.

PROSPECT.

Prospect, Halifax county, is a fishing village of about 400 or 500 people, situated on the Atlantic coast, 20 miles west of the city of Halifax. The annual catch, according to the report of the Marine and Fisheries, is valued at $14,000. 100 boats and 150 men being engaged in the industry. The harbour is much exposed to seas from the south and southeast.

In 1908-9, the sum of $3,226.98 was expended in the construction of a small breakwater for the protection of the fishing fleet. The work, which is substantially built of cribwork of the usual type, is 120 feet long, 30 feet wide and from 12 to 14 feet high, provided with a break on the seaward side.

During the year 1909-10, the sum of $103.20 was expended in completing the close-sheathing and planking.

Work was begun November 11, and was completed November 22, 1909.

QUODDY ISLAND.

Quoddy Island, Halifax county, is situated on the west side of Harrigan cove, about 100 miles east of Halifax, and 4 miles east of Port Dufferin. Within a radius of 2 miles there is a population of about 100.

In order to provide a landing pier for the little steamer which plies between Halifax and eastern ports, the department in 1908-9, expended the sum of $823.25 in the partial construction of a public wharf.

During the fiscal year 1909-10, the sum of $999.83 was expended in completing the pier. The completed work consists of a stone and gravel approach 100 feet long, 20 feet wide and from 1 to 8 feet high, and a block-and-span wharf, 66 feet long, 20 feet wide, with an 'L' 32 by 20 feet at the outer end, where there is a depth of 12 feet of water at L.W.O.S.T.

Spring tides rise about 6½ feet.

Work begun July 10, and was finished September 30, 1909.

ROSS FERRY.

Ross Ferry, Victoria county, is on the northern side of Boularderie island, and on the southern shore of the Great Bras d'Or channel, about 13 miles to the westward of its entrance into the Atlantic.

During 1895-6-7, a wharf was built by the department at a point about half a mile to the eastward of the ferry landing. It extends to 12 feet at low water, and is 106 feet long and 20 feet wide, with an 'L' on the eastern side of its outer end, 30 by 22 feet, and consists of a shore abutment of stone, 23 feet long, a creosoted timber

pile approach, 61 feet long and of a cribwork head, with creosoted timber sub-structure, 50 feet long and 22 feet wide. During 1897-8, the wharf was connected with the public road, by a well-finished road, 320 feet in length, including a small bridge.

Out of the amount authorized for repairs during 1909-10, the sum of $549.21 was expended in the renewal of floor-stringers, covering, cap-timbers, upper fenders, and in close-sheathing around the outer corners of the cribwork head.

High lake level rises about 1½ feet above low level.

Work was commenced on November 22 and was completed on December 18, 1909.

SAULNIERVILLE.

Saulnierville, Digby county, with a population of about 250, is situated on the northeast coast of St. Mary's bay, Bay of Fundy, 36 miles southeast of Digby, 32 miles north of Yarmouth, and 3 miles north of Meteghan river.

Some years before confederation, a breakwater, serving also as a landing wharf, was built by the inhabitants, aided by the provincial government. In 1876, the sum of $4,000 was expended in making thorough repairs to the work and extending it a further length of 100 feet. Since that date, the work has had numerous expenditures in repairs and renewals, of which particulars will be found in the departmental report for 1904-5.

In 1907-8, the sum of $2,500 was expended in extending the breakwater by a block of cribwork 32 feet long, 36 feet wide and from 22 to 24 feet high.

In 1908-9, the department expended the sum of $1,499.69 in repairs and renewals. On the seaward side of the breakwater, a piece 90 feet long, 18 feet wide and 18 feet high, being thoroughly dilapidated, when taken down and rebuilt; other general repairs were made to the rest of the work, and some few boulders were removed from the berth alongside and at the outer end.

At low water, the sands are bare for several hundred feet beyond the end of the work.

In 1909-10, the sum of $99.75 was expended in removing a number of rocks and boulders which obstructed the approach to the breakwater.

Spring tides rise 21 feet.

Work begun September 1, and was finished September 15, 1909.

SAW PIT.

Saw Pit, Lunenburg county, is situated in Lunenburg Back harbour, about ¾ of a mile from the town. The wharf was originally a cribwork structure built by the provincial government before confederation for the use and convenience of the inhabitants of the numerous islands and headlands lying on the north and east of Lunenburg peninsula, but since rebuilt in pilework. Small expenditures have been made from time to time in repairs and renewals. In 1899-1900, $900 was expended in rebuilding the work, which is now 89 feet long, 20 feet wide, with an additional length of 7 feet in an inclined slip, and an approach of 60 feet long of earth and gravel.

During the year 1909-10, the sum of $50.87 was expended in making temporary repairs, the wharf having been badly broken by ice and in a dangerous condition. A further expenditure is required to rebuild the wharf.

Work begun September 1, and was finished September 6, 1909.

SCOTCH COVE.

Scotch Cove, Victoria county, is an important fishing station in the southeastern part of Aspy bay, on the northeastern side of Cape Breton Island, and is about ¾ of a mile south from White Point, on the southern side of the entrance to the bay.

During 1908-9, a breakwater extending to 19 feet at low water, was constructed by the department for the protection of the anchorage and for a landing place for

the steamer, which plies between the Sydneys and Cape North and calls at different points along the coast for and with freight and passengers.

The breakwater is 320 feet long, and with the exception of the inner end, for a distance of 40 feet, which is of stone, 16 feet wide, it consists of cribwork with creosoted timber substructure, 20 feet wide for a distance of 80 feet, 24 feet wide for a further distance of 80 feet, and 30 feet wide for the remaining distance of 120 feet. The faces of the cribwork are constructed of squared timber, laid open-faced, with ties of round timber, and the work has been filled in solidly with ballast. The seaward face, the outer end, and the inner face for a distance of 30 feet, have been close-sheathed, and a brush mattress, loaded with stone, was placed along its seaward face, for a distance of 200 feet, from the outer end inwards, to prevent scouring of the sandy bottom.

As it was found that the outer end of the work was settling through scour of the sandy bottom, during the fiscal year 1909-10, the sum of $308.68 was expended in placing brush mattresses, 12 feet wide and well loaded with stone, at the outer end of the work and along its inner face for a distance of 60 feet, and in raising the guard rail around the southwest corner of the work, a height of 2½ feet, to prevent the steamer's guards from catching while rounding it in a heavy sea.

Spring tides rise 4 feet.

Work was commenced on November 1, and completed on November 29.

SEASIDE.

Seaside, Inverness county, is on the east side of St. George's bay, near the southern entrance to Port Hood harbour, and about 2 miles west from Port Hood.

The wharf, undertaken in 1895-6 and completed the following year, is 300 feet in length and 20 feet in width on top, of open-faced cribwork, close-fendered at the outer end, and fully ballasted. The substructure is of creosoted timber and the superstructure of native timber. In 1904, the outer end was moved by ice from the south, 11 feet out of line, the movement commencing 74 feet inward; subsequently, the outer end face-chambers were filled with concrete up to low water and above that with ordinary ballast. The depth at the outer end at extreme low water is 7 feet. Spring tides rise 4 feet.

In 1909-10, $618.63 was expended: $41.10 in repairs to the covering of the wharf, September 13 to 18, and $577.53 in constructing about 75 per cent of a new road 371 feet in length from the wharf to a point on the road leading from the highway, November 10 to December 23.

Total expenditure to March 31, 1909-10, not including amount paid, if any, for right-of-way for new road, $8,423.98.

SKINNER'S COVE.

Skinner's Cove, Pictou county, is on the western side of Northumberland Strait about 8 miles east of St. John and about 20 miles northwest of the entrance to Pictou harbour. A pond at the head of the cove is separated from the waters of the Strait by a beach of sand 250 feet in width.

The works at this place, for the protection of a channel through the beach, undertaken in 1905-6 and continued in 1906-7, 1907-8, and 1908-9, include: a pier, on each side of a channel dredged to 2½ feet at extreme low water, of brush, stone and piles, 344 feet in length and 15 feet in width with a cribwork head, 40 feet in length by 20 feet in width, with creosoted substructure, and an extension inward, 156 feet in length on the west side and 68 feet in length on the east side, of brush and stone 14 feet in width, on top, and 8 feet in height, founded in a trench excavated to 3 feet above the level of extreme low water.

Spring tides rise 7 feet.

In re-opening the channel and in extending it inward about 400 feet to the pond, $2,822.10 was expended during the fiscal year 1909-10 and in nearly completing, with a small dredging plant procured in 1908-9, a channel between the inner end of the brush, stone and pile work and the pond.

Operations were in progress September 1 to December 6.

Total expenditure to March 31, 1910, $18,744.14.

SOUTH LAKE, LAKEVALE.

South Lake, Lakevale, Antigonish county, is situated on the western side of St. George's bay, about midway between the entrance to Antigonish and Cape George.

It is a large sheet of fresh water, fed by two streams, and is about 1 mile in length and ⅓ of a mile in width, with a good depth of water, and is separated from the bay by a beach of sand and gravel, about 900 feet in length, 300 feet in width and about 8 feet above the level of high water springs.

During 1907-8-9, the sum of $12,554.26 was expended in cutting a channel through the beach, 40 feet wide at the bottom and to 2 feet below high water, and in the construction of a breakwater to protect the north side of its seaward entrance.

The breakwater is 300 feet long, 20 feet wide on top and extends to 4 feet at low water; it consists of round timber cribwork, creosoted to half tide, close-sheathed on the seaward face and outer end, and protected at the outer end for a distance of 100 feet, on the seaward side, by brush and stone, to prevent undermining of its foundation.

During the fiscal year, the sum of $1,999.98 was expended in completing the channel through the beach to a depth of 1½ feet below low water springs, and in protecting the inner end of the breakwater with brush and stone.

Spring tides rise 4 feet.

Work commenced June 23 and completed November 15.

Total expenditure to March 31, 1910, $14,554.26.

SPRY BAY.

Spry Bay, Halifax county, is a thriving fishing and farming settlement of about 1,000 inhabitants, situated about 70 miles east of the city of Halifax, and 8 miles west of Sheet harbour.

The harbour is free from ice all the year round. Owing to the absence of a suitable landing pier, the weekly steamer was obliged to tie up to a flimsy and inconvenient landing, which could be approached with difficulty.

In 1903-4, the sum of $507.94 was expended in the purchase and delivery of timber for the construction of a suitable wharf.

In 1904-5, the sum of $1,500 was expended in completing the wharf. The structure is of pile work, 200 feet long by 25 feet wide, having an ' L ' on the outer end, giving a face length of 55 feet and a depth of water at L.W.O.S.T. of 11 feet.

In 1907-8, the sum of $269.42 was expended in filling, with stone and brush, a breach made the previous winter by sea and ice, in the approach to the wharf.

In 1909-10, the sum of $275.40 was expended in constructing a freight-shed 15 feet wide and 25 feet long, with shingled roof and walls.

Spring tides rise 6 feet; neaps, 5 feet.

Work begun November 13, and was finished December 8, 1909.

SPRY HARBOUR.

Spry Harbour, Halifax county, is the eastern arm of Spry bay. It is well sheltered, free from ice and close to the route of the steamer making weekly trips between Sheet Harbour and Halifax. Around the harbour, within a radius of 2 miles, there is a population of about 200, chiefly engaged in fishing and farming.

In 1908-9, the sum of $731.49 was expended in the construction of a small public wharf which was not quite completed.

During the year 1909-10, the sum of $744.16 was expended in completing the wharf. The completed work consists of a block-and-span wharf, with a stone and gravel approach. The approach is 20 feet wide, 50 feet long and from 3 to 8 feet high, and the wharf 20 feet wide by 130 feet long, 20 feet high at the outer end, where there is a depth of 10 feet of water at L.W.O.S.T.

Spring tides rise about 6 feet.

Work begun July 20, and was finished September 29, 1909.

SYDNEY HARBOUR (WHITNEY PIER.)

The district of Whitney pier, so-called on account of its proximity to a shipping pier of the Dominion Iron and Steel company of that name, is on the southern arm of Sydney harbour, and forms part of the city of Sydney.

A contract entered into on November 30, 1908, for the construction of a wharf for the sum of $9,980, was completed on September 15, 1909.

The wharf, built on the O'Neil property near the works of the Dominion Iron and Steel company, is 20 feet wide and consists of a block and span 110 feet in length; a pile-work 486 feet in length and a cribwork head 24 feet, in line of work, by 40 feet. The top of the covering of the wharf is 5 feet above high water springs. The depth, at extreme low water, at the outer end of the wharf is 6 feet.

Spring tides rise 5 feet.

An additional sum of $391.94 was paid the contractor for extra work, including the placing of a block at the 30th and 31st bents where rock was encountered 3 feet below the surface; some extra work on abutment and first block, and for additional cost of ballast. The greater portion of the cost of these extras was deducted on account of the decreased cost of the outer block which was in less depth of water than shown on plan.

Work was commenced June 14, and completed September 15.

Total expenditure to March 31, 1910, not including cost of printing and land, $10,639.19.

TIVERTON.

Tiverton, Digby county, is a village of some 400 people, mostly engaged in fishing, but doing also some little farming, situated on the west side of Petite Passage, separating the mainland of Digby neck from Long Island. It is about 30 miles southwest of Digby town, and 10 miles from Sandy cove.

On February 12, 1903, a contract in the sum of $17,000 was awarded by the department for the construction of a breakwater to afford shelter to the fishing fleet.

This work, which was completed in January, 1904, is 281 feet long, 30 feet wide on top, and, at the outer end, 33 feet high, where at H.W.O.S.T. there is about 29 feet of water. The whole is substantially built of round log cribwork, the lower portion up to 5 feet above low water ordinary spring tides being of creosoted timber, to resist the attacks of the limnoria.

In 1905-6, the sum of $48.98 was expended in bolting on the outer end of the breakwater, five hardwood fenders, and in cutting off and in driving in or replacing a number of bolt-heads that chafed the sides of the steamer, making semi-weekly calls.

In 1909-10, the sum of $400.20 was expended in removing a quantity of ledge rock that obstructed the berth for boats and schooners on the south side of the breakwater.

Work begun September 21, and was finished November 12, 1909.

TUPPERVILLE.

Tupperville, Annapolis county, is a small agricultural settlement on the left or south bank of the Annapolis river, 10 miles east of the county town of Annapolis. It is a station on the Dominion Atlantic railway. Within a radius of a mile is a population of some 400 or 500, almost exclusively engaged in farming and fruit raising.

Some forty years ago, a small wharf of cribwork was built by the inhabitants, who formed themselves into a company for that purpose. The structure is still in existence, but dilapidated and in a dangerous and inconvenient place, being situated in the mouth of a narrow creek entering the river at this place.

In 1908-9, the sum of $1,275.31 was expended in the purchase of materials for the construction of a public wharf.

In 1909-10, the sum of $1,997.49 was expended in building the work, which is a substantial cribwork structure 70 feet long, 60 feet wide, on the river front, and from 8 to 21 feet high. Along the outer face there is a depth of about 19 feet of water at H.W.O.S.T. Spring tides rise about 29 feet, so that at low water the wharf is dry. A freight-shed 25 by 15 feet has been built on the wharf for the convenience of local shippers and merchants.

Work begun August 9, and was finished November 8, 1909.

VOGLER'S COVE.

Vogler's Cove, Lunenburg county, is an important farming and fishing district, situated 15 miles west of the mouth of La Have river; population about 400.

In the year 1909-10, the sum of $1,655.98 was expended in beginning the construction of a pile and cribwork wharf and in the purchase of timber for the completion of the work.

Begun July 27, and was suspended on August 28, 1909.

WEST ARICHAT WHARF.

West Arichat, Richmond county, is a large settlement on the south side of Madam Island, about 3 miles to the westward of the town of Arichat.

The harbour is easy of access and perfectly safe, being sheltered from the south and west by Creighton's Island, and by a breakwater between the island and the mainland.

In the early part of June, 1906, the construction of a wharf, at Bosdet Point, on the northern side of the entrance to the harbour, was commenced and it was completed in August, 1907.

The work consists of a block and span wharf, 88 feet long and 20 feet wide, extending to 15 feet at low water, with an 'L' on the eastern side of the outer end 28 feet long and 24 feet wide, and of a cribwork approach, over the beach, 300 feet long and 16 feet wide, to connect the wharf with the public road. The blocks in the wharf are built of round timber, with creosoted timber substructure, properly bilasted and fendered, and the outer faces of the outer block are close-sheathed between the fenders.

Spring tides rise 6 feet.

The work was commenced on July 10, and completed on July 29, 1909.

During the last fiscal year, the sum of $145.42 was expended in the construction of a warehouse, 16 by 12 feet, with 7-foot posts, on the 'L' of the wharf.

YARMOUTH HARBOUR.

Yarmouth Harbour, Yarmouth county, lies about N.N.E. and S.W.W. (true) and from the upper wharfs to the mouth is nearly 4 miles long. At about the middle of its length and for a distance of about three-quarters of a mile, it is protected from

the main waters of the Bay of Fundy by a beach of gravel and shingle connecting Cape Fourchu, an island, or rather a peninsula, about a mile long, with Stoney Point, the southern extremity of the mainland forming the western side of the harbour.

It was found, in 1867, that this piece of beach was wearing down under sea action, and that protection was necessary if the harbour was to be maintained. Accordingly, in that year, the government of Nova Scotia constructed 200 feet of cribwork at Stoney Point. Between 1873 and 1875 the Public Works Department built the remaining 2,800 feet to reach Cape Fourchu. Since 1875 the department has made frequent repairs and renewals, details of which will be found in annual report of 1905-6.

In 1909-10, the sum of $1,168.80 was expended in taking down and rebuilding two pieces 40 feet long and 18 feet high each and respectively 22 and 20 feet wide. For a further length of 120 feet the face timbers were renewed and numerous minor repairs were made to the upper portion of the work.

Work begun October 11, 1909, and was finished January 15, 1910.

YARMOUTH.

Yarmouth, Yarmouth county. The town of Yarmouth, with a population of about 7,000, is situated at the extreme southwest end of Nova Scotia and, next to Halifax, is the most important shipping port in the province. In 1908-9, there entered inwards 624 vessels of an aggregate tonnage of 164,511, and outwards 639 vessels of 149,116 tons. Value of exports $1,331,493, of imports $613,684, and of goods entered for consumption—$617,025, while the duties collected amounted to $54,835.04.

Yarmouth is the terminus of the Halifax and South Western railway, 248 miles from Halifax, and of the Dominion Atlantic railway, 216 miles from Halifax. It is also the sea terminus of the Dominion Atlantic Railway Company's line of steamers to Boston, daily in summer and semi-weekly in winter, which do a very large passenger business, the number of passengers for the twelve months being about 70,000.

In addition to local manufactures there is annually shipped to foreign ports from twenty to thirty million feet of lumber.

The shipping and trade of the port are seriously handicapped by the narrowness and crookedness of the harbour channel, and great improvements are necessary, feasible and fully warranted.

The following is a concise statement of the dredging done in the harbour since 1872:—

	Cubic yards.	Cost.
Removal by departmental dredges from July 1, 1872 to April 1, 1909	658,117	$189,047 31
Hand-digging in 1887-98	460	296 26
In 1907-8, The Atlantic Wrecking Co's crafts *Twilight* and *Coastguard*, at $50 per day, removed a number of isolated boulders, quantity not measurable		5,692 14
In 1908-9, The Dominion Dredging Co., under contract removed mud and sand.	297,628	154,766 57
And rock in large boulders	86·2	431 00
In 1909-10, The Dominion Dredging Co., under contract, removed mud and sand.	118,599	61,714 48
Rock in boulders	16·3	81 50
	1,074,804	$412,029 26

The dredging in the past two years had been carried down to 18 feet below L.W. O.S.T.

Spring tides rise 13 feet.

Work carried on from April to November, 1909.

PRINCE EDWARD ISLAND.

BELLE RIVER HARBOUR.

Belle River harbour, Queen's county, is situated on the south side of the island about 4 miles west from Wood Islands and about 6 miles eastward of entrance to Pinette harbour, having been formed originally by the provincial government at the mouth of the Belle river many years ago, as described in departmental report of 1907-8.

The situation being exposed to southerly gales and damage having been done to portions of the original works, their repair and strengthening was effected during the past summer and fall at a cost of $497.64. Work was commenced August 12, and continued up to September 8, when it had to be discontinued for a time owing to difficulty in procuring labour and materials; was resumed on October 9, and completed by November 9; the work done consisting in rebuilding 80 feet of the sloping face of the inner end of the northern pier or breakwater which was also sheathed and the deck recovered with 3 inch planking; the inner 85 feet of the southern work was floor-stringered and covered, besides which some general repairs were made to other portions of the works which were placed in as good condition as possible with the expenditure.

BRAE HARBOUR.

Brae Harbour (so-called) Prince county, is situated on the northern side of Egmont bay at the mouth of the Brae river, being distant 8 miles east of West Point, and about 6 miles south of Coleman station on line of the Prince Edward Island railway. Its formation, for use as a place of shelter for fishing boats and possibly for shipping point for small vessels, was commenced in 1890 by the residents of the district and construction of works has been since continued at different times by the Dominion government as described in report of 1907-8 of this department.

The inner 575 feet of the pier or breakwater, 18 to 20 feet wide, which was raised 2 to 3 feet and had roadway on top of broken stone and gravel, having become about impassable for traffic owing to storms and high tides during fall and winter of 1908-9, causing settlement and wash-out in the filling, had repair effected at a cost of $300.61, and although instructions for doing the work were given on July 6, commencement was not made until August 12, worked up to August 28, re-commencing work October 13, and completing it November 11; the work done was making up of settlement in roadway with broken stone and gravel.

CHAPEL PIER.

Chapel Pier, Kings county, is situated on the south side of the Grand or Boughton river about 3 miles above its entrance into Boughton bay.

It was originally built by the local government and is one of the Prince Edward Island piers, control of which was assumed by the Dominion government in 1884, since when it has at different times had expenditures made on it by the department as described in annual report of 1908-9.

During the past season, the sum of $596.26 was expended in raising, widening and re-constructing, in part, the pier head; besides being too narrow, it had become defective through age and action of the teredo. The work was done by first putting in creosoted piles at 5 feet centres and securing, on outer sides of these, three tiers of 12 by 12-inch walings, faces of which were then close-piled, after which, the whole pier head being floor stringered, &c.; was planked with 4-inch covering, the bearing of floor stringers at outer ends, on walings and inwardly either on sound portions of the

old work or on piles driven for the purpose. General repair and strengthening was also effected to all other portions of the work where found to be required, this including renewal of portions of flooring, fenders, mooring posts, and making up with broken stone and gravel settlement and wash-out that had occurred in roadway approach.

Work was commenced June 26, and continued up to July 28, suspended until August 11 from when it was continued from time to time up to October 14, when put in good and serviceable condition. The different interruptions in the progress of the work was unavoidable on account of labour not being procurable, workmen employed being farmers having necessary harvesting to see to.

CHARLOTTETOWN HARBOUR.

Charlottetown harbour, Queen's county, is reached from Northumberland straits through Hillsborough bay, its entrance from latter, between Blockhouse and Sea Trout point being about ¾ of a mile wide, which width continues for about a mile to Canseau and Battery points immediately within which, at the confluence of the Hillsborough, West and North rivers, it expands into one of the finest harbours in America, being accessible for vessels of the largest class and affording perfect safety for any number or description. Charlottetown, the capital of Prince Edward Island, is situated on the north bank of the Hillsborough river a short distance within the entrance and where the deepest water approaches the shore; its wharfs, however, have required being built from 500 to 700 feet long to reach the edge of the channel or deep water, while to render the sides and different docks of service, improvement by dredging is required from time to time, and during the past season the following work of this nature was done by dredge *Prince Edward*.

Charlottetown Steam Navigation Wharf.

The dredge was employed from April 27 to May 13 deepening berth 300 feet long by 50 feet wide on east side of wharf to a depth of 16 feet at low water spring tides, removing about 6,500 cubic yards material composed of mud and soft clay.

Wharf, Department of Marine and Fisheries.

Dredge worked from July 3 to July 12 on the west side, removing about 2,000 cubic yards soft mud and clay.

Peakes' Wharf.

Dredge employed June 21 to July 2 making cut 350 feet long by 40 feet wide and carrying 6 feet at low water spring tides to provide boat landing at all times of tide, about 4,500 cubic yards mud and clay being removed.

ASYLUM WHARF.

The Falconwood asylum for the care of the insane, maintained by the government of Prince Edward Island, is situated on the north bank of the East or Hillsborough river about 1½ miles east of Charlottetown. For convenience in carriage of coal required for the institution, the local government in 1906 built a wharf extending to low water, and to which the department, in the same year, dredged a channel 50 feet wide, carrying a depth of about 6 feet at low water or 15½ feet at high water spring tides that here rise 9½ feet.

During the past season, May 17 to June 17, the channel, which is about 750 feet long, was cleared out and deepened to 8 feet at low water by the dredge *Prince Edward*; a loading berth, also basin to admit of the turning of vessels at the pier's

head was dredged to same depth; the work required in all the removal of 12,000 cubic yards of material composed of mud and soft clay.

GEORGETOWN HARBOUR.

Georgetown harbour, King's county, is situated on the southwest side of Cardigan bay about 3 miles within Panmure island and is the finest harbour on the southern part of the Gulf of St. Lawrence with the exception of Charlottetown harbour, having depths of water and space sufficient for vessels of the largest class; the rise of spring tides, however, being only 5 feet is a great disadvantage as compared with Charlottetown, but on the other hand the ice does not in general form so soon in the season and breaks up earlier in the spring.

Georgetown, the shire town of King's county, is situated on the north shore of the harbour; this, a place of about 750 inhabitants, is the terminus of the Georgetown branch of the Prince Edward Island railway, and, at the present, winter port for the island, and, as during the past year the Dominion government made a change in the vessels to be used on the winter service between Georgetown and Pictou, Nova Scotia, a greater depth of water at the railway wharf at the former place became necessary, the dredge *Prince Edward*, from November 20 to January 4 last, was employed in deepening the loading berth on the west side of the wharf; the work done, which was making a cut about 200 feet long by 55 feet wide, averaging about 6 feet, leaving an available depth of from 17 to 20 feet at low water, requiring the removal of about 2,500 cubic yards of material composed of clay and hardpan.

GRAHAM'S POND.

Graham's Pond, King's county, is situated on the east coast of the island about 5 miles south of entrance into Cardigan bay, and about the same distance north of Murray harbour. The pond has a length of about half a mile, and width of from 600 to 800 feet, which carries, in the body of the pond and a short distance from within the entrance, a depth of from 5 to 7 feet of water at ordinary pond level. During the summer of 1900, a new channel was opened into the pond by the Marine and Fisheries Department (existing one having gradually worked to the south where it passed over a reef) but the work done not proving effective and the channel having moved back to its former position, attempt for improvement at the place was commenced by the department in fall of 1901, and this since continued at different times as described in departmental report of 1907-8.

During the past season, the sum of $1,003.77 was expended in extending the northern pier a further 40 feet (this with width of 20 feet); the work as constructed consisted in driving four rows of piles at 5 feet centres, the outer rows of piles being of creosoted timber and on which, after three tiers of 12 by 12-inch walings were secured on end and sides, these were close-piled, the interior space was then filled with alternate layers of brush and ballast and the top floor-stringered and covered with 4-inch planking; all of it being built in a substantial manner, the situation being an exposed one. Commencement was made on June 28, from when, excepting delay from July 1 to 13, awaiting delivery of some materials, it was in progress up to its completion, September 23.

HAGGERTIES WHARF.

Haggerties wharf, Queen's county, is situated on the southern side of the Hillsborough river about 12 miles east of Charlottetown, and is one of the Prince Edward Island piers, built many years before confederation, control of which was assumed by the Dominion government in 1898.

Being an old structure and of indifferent construction, it has required, as described in departmental report for 1907-8, expenditures almost annually, to keep it

passable for traffic. This was the case during the past season when renewal of the fender piling, covering, &c. of pier head was required and effected at a cost of $44.10; work was commenced on June 14, and completed June 18.

An expenditure was also made in constructing a building 24 by 16 feet with 8 foot posts, to be used as a waiting room and warehouse, both of which were much required as the pier is the calling place, each week, for a passenger and freight steamer, the stay of which while very short is also, as to time of calling, uncertain; work on the building was commenced on August 10 and completed August 29.

KIER'S SHORE PIER.

Kier's shore pier, Prince county, is situated on the east side of Richmond Bay, about 7 miles north from Kensington, a village and station on line of Prince Edward Island railway. It was originally constructed by the provincial government many years before confederation and was one of the Prince Edward Island piers, control of which was assumed by the federal government in 1883-4, since when it has been much improved by the different expenditures made as described in departmental reports of 1899-1900 and 1906-7.

During the past season, the sum of $46.33 was expended in the renewal of three of the mooring posts and making general repair of roadway approach.

MIMINEGASH HARBOUR.

Miminegash Harbour, Prince county, is situated on the northeast coast of the island, about 15 miles south of North cape and 18 miles from West point. Works for the formation of a boat harbour were commenced in 1878 and since carried on from time to time as described in departmental reports, 1899-1900 and 1908-9.

During the past season, some of the older portions of the works being found defective, through age and settlement, and washout having occurred in the ballasting of the 'Sand Break' north of the northern breakwater, the sum of $1,251.28 was expended in reballasting the 'Sand Break,' which was also further fendered and the top close-covered in with poles, secured to the top cross-ties, to prevent washout of ballast during storms. General repair was also made to the covering on the north breakwater, new mooring posts put in; 60 feet in length of the inner protection works reconstructed, and 100 feet further inward repaired; new floor-stringers, covering, &c., being put in as found required.

On the southern work, 170 feet of the inner protection work was reconstructed, a plank walk, as well, 5 feet wide, being laid down on it for safety and convenience of the fishermen, while the inner 100 feet was somewhat strengthened and repaired. The work was commenced July 22, and continued up to October 30, being then finished as far as considered required; additional repair of slight damage done by the severe storm and high tide of December 1 was also effected December 11 to 20 and 29-30, cost of which included an amount mentioned as having been expended during season.

MOUNT STEWART WHARF.

Mount Stewart village, Queen's county, is situated at the head of navigation on the East or Hillsborough river about 18 miles west of Charlottetown, and is the junction of the Souris and Georgetown branches of the Prince Edward Island railway, these, respectively, 38 and 24 miles long, while its distance from Charlottetown by rail is 22 miles. It is approachable at and near high tide by vessels of good size, for, while below it for a couple of miles there is little water in the river at low water spring tides (not more than about 2 feet), the rise of tide at the place being about 11 feet, the greatest on the island, fairly good facilities are offered for the class of vessels (usually schooners of from 80 to 150 tons) wishing to visit it for cargoes, quite a

number of which call during the spring and fall months, at which times accommodation for them was found quite too limited. To obviate this, purchase was made by the department, in 1908, of an old wharf and its reconstruction and repair commenced as described in departmental report 1908-9.

During the past season, the repairs, &c., were completed, there also being built a well finished warehouse, 16 by 28 feet with 9-foot posts at near inner end of the wharf, at a cost of $545.11, the work being commenced August 30, and completed October 4, 1909.

NAUFRAGE POND.

Naufrage Pond, King's county, is situated on the north coast of the island, about 20 miles west of East point and 15 miles east of entrance to St. Peter's bay, and distant by road about 13 miles north from Souris, the eastern terminus of Prince Edward Island railway.

The pond has a length of about 1,500 feet, with average width of 700 feet and 4 feet deep at what was ordinary pond level, which was about 3½ feet above height of low water spring tides, or about 6 inches below high water springs, while the channel or outlet from the pond into the Gulf of St. Lawrence, which was at the southern end of the beach, separating the pond from the gulf, which was a small shallow stream about 1,200 feet long and from 10 to 20 feet wide, carrying, for the greater part of its length, but a few inches of water at low tide, was hardly ever available for passage of boats.

Great desire having been expressed for many years by the residents of the district that shelter for their boats be provided at the place, after different examinations of the pond, &c., and plan and specifications being prepared, a contract was entered into with Mr. F. S. Macdonald for the sum of $12,995, to open a new outlet and channel from the pond and low water mark, only about 300 feet distant, the opening to have a clear width of 40 feet, and have on its sides protection works, these, for inner 200 feet to be 15 feet wide, and outer 100 feet, 20 feet wide; the construction being a series of pile bents, waled and close-piled on faces and ends, the interior being filled with alternate layers of brush and stone, while top was floor-stringered and planked over. Work was commenced June 11, and satisfactorily completed October 19.

The sum of $161.60 was also expended March 19 to 28, 1910, in constructing a bridge having a roadway 14 feet wide for crossing new channel, making total expenditure at place during fiscal year of $13,424.10.

NEW LONDON HARBOUR.

New London Harbour, Queen's county, is on the north coast of the island about 10 miles east of entrance of Richmond bay and 9 miles west of Rustico harbour. It is about 3 miles long and nearly as wide, receiving the waters of the Southwest, Stanley, French, and Hope rivers, all navigable for at least short distances, and having at them wharfs or shipping places from which export is made of hay and quantities of produce, and general merchandise, coal, lumber, &c., imported; the district surrounding the harbour being well cultivated and thickly settled and not having, as so many other parts of the island, convenient railway facilities. The harbour is also largely used as a fishing grounds on the Gulf of St. Lawrence.

For improvement of its entrance, which is obstructed by a shifting sand bar, works were commenced in 1878 by the department and since extended year by year as described in departmental report for 1909.

During the past season, the sum of $1,273.23 was expended, in reconstructing a length of 300 feet of the inner part of the beach protection on eastern side of entrance; the work being of round log cribwork, 12 feet wide, and averaging about 7 feet high which was full ballasted and fender piled at 10 feet centres. General repairs were

also effected to other portions of the works where settlement and wash-out had occurred; the work was commenced August 9 and completed October 12.

PINETTE HARBOUR.

Pinette Harbour and River, Queen's county, is situated on the north side of the Straits of Northumberland about 4 miles east of Point Prim and by water distant about 20 miles from Charlottetown and 12 miles west from Wood islands the most southerly point of the island.

At the head of navigation on the river, there is a good shipping pier, as mentioned in departmental reports of 1899-1900-6, originally constructed by the local but now maintained by the Dominion government. As, however, when entering the straits, the river had an obstructing sand bar carrying only about 3 feet at low water springs or of 11 feet at high water springs, that here rise 8 feet, while otherwise it possessed a channel 200 to 500 feet wide not carrying less than 12 feet at low water, the traffic was restricted to a small class of vessels.

To improve which condition, the dredge *Montague* commenced June 23 and completed August 14 last, dredging a channel through the bar carrying 8 feet at low water; this cut was 1,500 feet long by 60 feet wide on top, which required the removal of about 16,000 cubic yards of material composed of sand and soft clay.

POWNAL WHARF.

Pownal Wharf, Queen's county, is situated on the northeastern part of Hillsborough bay about 9 miles east from Charlottetown. It was built by the local government before confederation and is one of the Prince Edward Island piers, control of which was assumed by the Dominion government in 1883-84, since when, as mentioned in departmental report of 1907-8, it has at different times, owing to age and its condition, required small expenditures to keep it in passable state for traffic, and will so continue unless almost entirely reconstructed.

During the past season, the sum of $320.90 was expended in floor-stringering and replanking portions of the pier head, putting in new mooring posts, renewing fender piling and making up settlement and wash-out that had occurred in roadway of approach; which work was commenced September 1 and completed October 29, but not continuously carried on as several interruptions occurred owing to difficulty in procuring labourers, actual time it was in progress being only twenty-one days.

Further improvement was also made by the dredge *Prince Edward* in the channel approaching the wharf, which was widened 25 feet over its full length of 2,500 feet so as to give a depth of 8 feet at low water or of 17 feet at high water spring tides which here rise 9 feet. Dredging was commenced July 15 and completed October 4, about 14,500 cubic yards of clay, sand and hard-pan being removed.

RUSTICO BREAKWATER.

Rustico Harbour, Queens county, is on the north side of the island and about mid-way between East Point and North Cape, and is one of its most important fishing stations.

For improvement of its approach, obstructed by a shifting sand bar, the department constructed, during 1881-2-3-4, works on either side of the entrance for purpose of confining the current at ebb tide and thus, by scour, deepen the water, which result, to a certain extent, was obtained.

These works, as described in the reports of the department of 1899-1900 and 1908-9, owing to storms and action of ice, but more particularly to age and ravages of the teredo, have lately required some repairs about yearly, and during the past season, up to the storm of December 1, in fairly good condition and not considered requiring expenditure, had then a breach of about 30 feet made in inner part of the

beach protection on north side of the entrance, the repair of which was effected, from December 6 to 11, at a cost of $115.25.

SOURIS HARBOUR.

Souris Harbour, Kings county, is situated on the southern coast of the island about 16 miles from East Point, and is most important as a harbour of refuge and place of shipment for which it has been made available by the breakwater built and maintained by the Dominion government, as described in departmental reports of 1899-1900 and 1908-9.

Souris is the eastern terminus of the Prince Edward Island railway, which has here a deep water wharf that is a point of call for several lines of vessels plying between other Canadian ports, Newfoundland, &c.

To provide better accommodation for the vessels engaged in this trade, considerable dredging is required and in this connection the dredge *Montague* was employed from April 28 to June 9, last, in deepening the water along the sides and outer end of the railway wharf and side and end of the wharf owned by Messrs. McLean and Matthews, removing in all about 14,000 cubic yards of material composed of sand, mud and clay.

There was also, during the past season, the sum of $174.33 expended in putting in 8 new mooring posts along the outer section of the breakwater for safety of and to assist in the approach and departure of large steamers to and from the railway wharf, work being done from September 18 to October 4.

SOUTH RUSTICO PIER.

South Rustico Pier, Queens county, is situated near the mouth of the Wheatly river, which empties into the southeastern end of Rustico Bay, and distant from Hunter River station on line of Prince Edward Island railway about 6 miles north. It is one of the Prince Edward Island piers, control of which was assumed by the Dominion government in 1884, since when, as described in departmental report 1901-2, it has required different expenditures to keep it in passable condition for traffic.

During the past season, the sum of $234.34 was required for making up wash-out that had occurred in the filling of the roadway on its inner portion, which was commenced August 14 and working up to August 20, and completing it September 24 to 30. The sum of $195.96 was also expended, January 18 to 28, and February 14 to 16, and 23 to 26, and March 3 to 5 (17) in deepening the water at end and for approach to the wharf by the use of an ordinary 'mud digger,' worked by horse-power from the ice with which about 400 cubic yards of mud, clay, washed out ballast, &c., from the wharf, was removed, deepening the water about 3 feet; the total expenditure during the year being $430.30.

SUMMERSIDE BREAKWATER.

Summerside harbour, Prince county, is on the south side of the island, its approach from the straits being between Cape Egmont on the west and Sea Cow head on the eastern side and where the navigable width is about 15 miles; the immediate entrance into the harbour is between Indian Head and Phelan point, where width is about 1½ miles. A sand spit, however, partly dry at low water, extends about 3,200 feet from Indian Head, while the water is also shoal for a distance from opposite shore, reducing the channel, carrying 18 feet or better at low water spring tides, to a width of about 500 feet opposite the lighthouse situated on the north end of the spit outward of Indian Head. For improvement of the channel, both as to direction and depth, dredging has at different times been done by the department, while for protection from southwest winds, a contract was entered into February 27, 1906, for con-

struction of a breakwater to extend 3,220 feet from Indian Head to the outer end of Sand Spit, as described in departmental reports, 1906-7 and 1908-9.

The work, which had been discontinued December 15, 1908, was resumed by the contractors on May 3, and completed September 7, 1909, contractor's price for which being $133,942.

Total expenditure during fiscal year to March 31, 1910, was $135,937.

SUMMERSIDE HARBOUR.

Summerside harbour, Prince county, is on the southern side of the island, and is the second place in importance as to population, shipping, &c. From it, during the season of navigation (usually from April 15 to December 15), daily communication is had by vessels of the Charlottetown Steam Navigation Company, Limited, to Point du Chene, where connection is made with the Intercolonial railway and so with all parts of Canada and the continent. The harbour is commodious and safe, and as a depth of 20 feet at low water can be carried into it, this, with the rise of tide of from 5 to 7 feet, gives ample water for vessels of good draught, such as that of several lines of steamers from and to Montreal, Newfoundland, &c.

The water carried at some of the wharfs, having been found inadequate, for improvement of this, the dredge *Montague* was engaged from September 2 up to December 10 last, working first, September 2 to 14, on the eastern side of the railway wharf, where a berth about 300 feet long by about 60 feet wide was deepened to an average of 16 feet at low water, this requiring the removal of about 5,500 cubic yards of mud and clay; and secondly, from September 14 to December 10, deepening the water at the end and either side of the Queen's or Town wharf, making loading berths 200 feet long by 60 feet wide carrying a depth of 16 feet at low water spring tides. An approach was also made from the outer deep water to the end of the wharf, and on the eastern side an additional length of 100 feet was dredged to give a depth of 10 feet at low water, this in all requiring the removal of 30,000 cubic yards of mud, clay and hardpan.

STURGEON PIER.

Sturgeon pier, Kings county, is situated on the south side of Cardigan bay, about 6 miles south of Georgetown, the terminus of the Georgetown branch of the Prince Edward Island railway. It is one of the Prince Edward Island piers originally constructed many years before confederation by the local government, control of which, in 1883-4, was assumed by that of the Dominion, since when, as described in departmental reports of 1893-4 and 1903-4, it has at different times required repairs, &c. The work being too low and the pier head having become defective through age and the action of the teredo, &c., a contract was entered into December 21, 1908, with Mr. Neil Campbell, for the repair, raising, &c., of the approach, and widening and extending the pier-head; all of which work being commenced March 22, 1909, was completed October 13 last, at a cost of $4,382.50.

TIGNISH HARBOUR.

Tignish Harbour, Prince county, is on the northeast coast of the island about 8 miles south of North cape, being situated at the mouth of the Tignish river, a small stream there emptying into the Gulf of St. Lawrence. The formation of a harbour at the place being first commenced in 1868 by the provincial and since continued by the Dominion government, as described in departmental reports of 1899-1900 and 1908-9.

The harbour being found much too small for accommodation of the fishing vessels and boats, a contract was entered into June 4, 1909, with Messrs. J. H. and E. M. Myrick, for the sum of $23,952 for its enlargement by extending the piers or break-

waters on either side inwardly; constructing breastwork, dyke, &c. The piers or main portions of the works being constructed by first driving two rows of piles 11 feet apart centre to centre, piles in the rows being 10 feet apart. On the outer rows, three walings of 12 by 12-inch timbers are to be secured, and cross heads or transverse timbers 12 by 12-inch and 14 feet long connect the piles in each bent, after being secured in places, the faces to be close-piled, piles being bolted to each waling, and the whole interior to be filled completely with 4-inch planking.

Owing to difficulty in procuring necessary materials, but part of which was delivered during the summer and fall of 1909, commencement of the work was not made until March 4, 1910, since when it has been in progress, the work done consisting in driving piling for the bents, putting in some of the walings and a few of the transverse timbers.

VERNON RIVER PIER (WEST SIDE).

Vernon River village, Queens county, is situated at the head of navigation on the Vernon river, about 2 miles above its entrance into Orwell bay. The place, although not having over 200 inhabitants, being surrounded by a rich, well-tilled agricultural district, has been largely used as a shipping place, use being made of the pier on the eastern side of the river, the property of the Dominion government, and, until about two years ago, of the old wooden bridge there spanning the river. The bridge, however, having become defective through age was replaced by a steel structure, and this being not available for shipping purposes, as formerly, its loss as such was greatly felt; to obviate this, a contract was entered into December 7, 1908, with Messrs. A. & W. Compton for sum of $7,300 for the construction of a wharf on the western side of the river, work on which was commenced May 14 and completed October 11, 1909.

It consists of an aproach 170 feet long by 24 feet wide and pier-head 125 feet long by 40 feet wide, measured on top, extending out to depth of 10 feet at low water (the base was dredged out by departmental dredge *Prince Edward,* October 7 to November 9, which removed in all about 7,000 cubic yards of material composed of mud and clay) or of 19 feet at high water spring tides, that here rise 9 feet.

PROVINCE OF NEW BRUNSWICK.

ANDERSON'S HOLLOW.

At Anderson's Hollow, in Salisbury bay, on the coast of Albert county, is a breakwater and wharf 570 feet in total length, and generally 25 feet wide on top, built of round cribwork, and sheathed on the weather face.

Spring tides rise 40 feet.

During 1909-10, a couple of day's work were performed on the approach, which had been scoured by rain, and some materials were purchased. The difficulty of procuring labour prevented work from being done.

Expenditure for the fiscal year ended March 31, 1910, is $239.74.

BEAVER HARBOUR.

Beaver Harbour, Charlotte county, is situated at 35 miles west of St. John in a direct line and 7 miles from Pennfield station, on the New Brunswick Southern railway, is used by coasting vessels as a temporary anchorage, and is besides a fishing station.

On the site of a former provincial government wharf, the construction of a pile wharf, begun in the last fiscal year, was completed in 1909-10. This work consists of

an approach 320 feet long and 25 feet wide, and a pier-head 40 by 60 feet, with a depth of 24 feet on the face at high water.

Work was begun January 14, and completed on April 28, 1909.

Expenditure during the fiscal year ending March 31, 1910, is $3,733.

BLACK RIVER.

At Black River, St. John county, a small cove on the Bay of Fundy, 12 miles east of St. John, where spring tides rise about 25 feet, a breakwater or wharf of square cribwork, 153 feet long, 27 feet wide and 30 feet in extreme height, was built by the department in 1879, for the use of coasting vessels.

During 1909-10, small repairs were made to the covering and fenders. Work was begun on December 4 and completed on December 20, 1909.

Expenditure for fiscal year ending March 31, 1910, is $111.92.

BUCTOUCHE BEACH.

Buctouche Beach, Kent county, 6 to 7 miles long, separates Buctouche harbour from the Northumberland straits.

The works are intended to provide a harbour of refuge and a direct passage for fishing boats from the harbour to the fishing grounds. They were begun in 1905 and consist of two breakwaters on the outside shore; stake and brush breastworks 2,800 feet long to raise the low parts of the beach, formerly washed by storm tides, and pile breastworks on either side of the proposed canal which has been partly excavated by scrapers and hand labour. A 75-foot extension of the north breakwater was begun in 1908, part of the piles being driven and one waling bolted to them.

During the fiscal year 1909-10, the extension was completed, 19 main piles and 72 smaller close-piles being driven, the walings and cross-ties, of square timber, were placed and the interior was filled with brush and stone, and a 50 foot extension of the south breakwater was begun and completed, requiring 63 main piles and 45 close piles. About 175 cubic yards of stone and 30,000 cubic feet of brush were placed in the two extensions; 40 cubic yards of stone were placed in the old section of the north breakwater; 64 braces and 313 lineal feet of walings were bolted to the close pile breastworks along the canal and about 12,000 cubic feet of brush and 110 cubic yards of stone were placed behind them; 423 piles were driven in a 278 foot extension of the breastworks on the south side of the canal, and 111 piles in a 70-foot extension on the north side.

The work was in progress between July 1 and August 7, from August 12 to September 14, on September 25, 29 and 30, 1909, and between February 21 and March 26, 1910.

The total expenditure for the fiscal year 1909-10 was $2,474.47.

The total expenditure to date has been $20,323.16.

BURNT CHURCH.

The Burnt Church wharf, Northumberland county, 1,180 feet long, was built in 1900 and 1901.

During the fiscal year 1909-10, a strip of 2-inch plank 10 feet wide was laid along the centre of the approach, 1,140 feet long, over the original covering, which was so much worn as to be dangerous, and new 4-inch planks were inserted, especially along the sides, to replace broken and decayed planks. The original covering of the pier-head was about half renewed. About 30,000 feet B.M. of hemlock plank was used.

The work was in progress between August 26 and September 18.

The expenditure for the fiscal year was $596.38.

The total expenditure to date has been $16,379.31

CAMPBELLTON.

On May 28, 1908, a contract was entered into with Mr. William Glover for the construction of a deep-water wharf extension 304 feet long and 35 feet wide, to be connected with the easterly end of the present wharf by a span 15 feet long. The contract price was $35,475. Work was begun on December 18, and by March 31, 1909, a crib, the whole length of the work, had been built to a height of from 30 to 32 feet, sunk in place and filled with ballast.

The work was continued up to April 15, between May 10 and July 14, August 30 to November 30, and from December 20 to January 14, 1910, at which time it required only the laying of the stringers and covering over 275 feet of the wharf and the covering over the span, laying 575 lineal feet of cap, trimming most of the fenders and 10 mooring posts, and placing 2 ladders and 12 ring bolts, to complete the contract.

The roof of the government warehouse was repaired and shingled, requiring 60 M. of shingles; the first span in the deep-water wharfs was strengthening and repaired by inserting 5 new 10 by 12-inch stringers on edge; place a new fender and new ladder on the wharf; spread about 1,000 loads of gravel over the interior of the wharfs; repaired a short length of cap, and rebolted several piles on the outside face; cleaned the wharf of rubbish, and procured, for use next season, about 200 cubic yards of ballast.

The expenditure under the contract was $16,325.

The government dredge *St. Lawrence* was employed during the season in deepening the shoal at the Traverse, about 4,000 feet long, to 16 feet at low water ordinary spring tides and in widening and at the berths about the wharfs to about 18 to 22 feet at low water. This work was continued close to the wharfs and to extend a berth for schooners with 12 feet at low water on the inside, which could not be reached by the *St. Lawrence,* by the dredge *Gray Loggie* belonging to Messrs. A. & R. Loggie, which removed a total of 8,246 cubic yards.

The total expenditure up to the end of the fiscal year, not including dredging, was $179,611.65.

Old Ferry or Market Wharf.

About 100 cubic yards of gravel were spread over the interior of the 'Market wharf' during the summer of 1909, the cost of which is included in the amount expended at Campbellton.

CAPE BALD.

The contract for a breakwater at Cape Bald was entered into with E. A. Wallberg on April 20, 1909.

The work is of round timber cribwork filled with ballast and with reinforced concrete faces. It will consist of a pierhead 105·5 feet long on the centre line and 30 feet wide, with about 11½ feet of water at low water ordinary spring tides on the inside or 15½ feet at high water ordinary spring tides, and an approach 619 feet long on the centre line of which 200 feet is 15 feet wide and 419 feet 20 feet wide on top.

During 1908, a right-of-way was acquired and a road constructed to the shore by day labour.

The contract work was begun on June 6, 1909, and by November 23, when it closed down for the season, the cribwork was complete and covering laid for a length of 490 feet; the cribwork stepping down to about high water level in a further distance of 25 feet. An additional crib 56 feet long and 13 feet high was sunk and the remaining crib of the approach 47½ feet long was built 7 to 8 tiers high. The concrete faces were completed for 394 feet on the north and 483½ feet on the south sides and end about 14 feet further on the north and 20 feet further on the south sides. Four complete mooring posts were completed and one begun, and four ladders were

built. Two davit sockets were set in the concrete face. About 60 cubic yards of rock were removed towards completing the grading of the roadway approach.

The expenditure for the fiscal year 1909-10 amounted to $17,927.54.

The total expenditure to date has been $20,734.10.

CAPE TORMENTINE.

The Cape Tormentine (Westmorland county) breakwater pier was constructed between 1886 and 1892, since when repairs have been in progress annually.

During the eight months ending November 30, 1909, 154 chocks 10 by 12 inches by 18 to 24 feet long were placed between the 12 by 12-inch creosoted piles along the inside faces of the pier to prevent the piles being cut into by vessels, and the outside faces were sheathed with 5-inch hardwood plank for a length of 71 feet, 8½ to 10 feet deep, to preserve the creosoted piling from wear by the ice. Parts of the hardwood sheathing placed before were rebolted; 58 lineal feet of cap-timber was laid and the tops of 90 creosoted piles were trimmed and bolted. A steel plate 6 by 4 feet was placed about the north corner. The donkey engine, scow, boat, and freight shed doors were repaired. Seventy-seven cars of large and small stone were unloaded and the rough stone talus along the north and east faces was largely relaid to form a smooth slope.

After the work had closed down, a heavy storm carried the scow off the blocks, broke the warehouse doors, carried away seven face timbers, a carload of stone, &c. The stone and timber was recovered, warehouse repaired, and the scow blocked up again.

One hundred and thirty-two cubic yards of small and 386 of large stone were procured during the fiscal year.

The work was in progress between May 6 and December 6.

The expenditure for the fiscal year 1909-10 was $5,936.72.

The total expenditure to date has been $376,769.86.

CARAQUET.

The Caraquet (Gloucester county) deep water wharf, 1,700 feet long, was begun on July 9, 1902, and completed on October 31, 1905.

A warehouse 60 feet 8 inches long by 20 feet 9 inches wide was nearly completed by March 31, 1909.

In April, 1909, an office and waiting room were partitioned off at one end of the building at a cost of $51.

In May, a cut was made 10 feet wide through the snow drifts 4 to 10 feet deep in a length of 500 feet of the road leading to the wharf, and deep ruts in the road after the frost went out were filled in to enable about 1,000,000 feet B.M. of lumber to be hauled to the wharf on the opening of navigation, at a cost of $44.60.

Ten dollars and seventy cents was expended in July in widening a boat landing on the side of the wharf by placing timber and plank over projecting cross-ties which before were a danger to boats approaching the wharf.

The expenditure for the fiscal year 1909-10 was $106.30.

The total expenditure to date has been $78,341.15.

CARAQUET HARBOUR.

Dredging was begun and was in progress by the dredge *Hayward*, under contract with Messrs. A. and R. Loggie, between June 23 and August 4, across the shoal in Caraquet harbour, about 3¼ miles below the deep water wharf. The least depth on the shoal is 15·2 feet at low water ordinary spring tides, and the total length between the 20-foot contours was 4,000 feet.

The dredge made a cut to a depth of about 20 feet at low water ordinary spring tides, 1,100 feet long and 75 to 140 feet wide.

48,772 cubic yards of sand and mud were removed.

CHATHAM.

Dredging was in progress between April 28 and May 19, 1909, in the boom belonging to J. B. Snowball Co., Ltd., at their Chatham sawmill, by the *Prince Louis*, of the W. J. Poupore Dredging company.

Soundings were taken in the boom, before the dredging and again in September, from which the calculations show that 8,726 cubic yards measured in situ or 10,906 cubic yards barge measurement of pulp, mud, old logs, &c., were removed.

The Snowball company claim that as mill owners are prevented by the government from discharging sawdust in the rivers, the government should also have taken steps to prevent the filling of the boom and shoaling of the river by the discharge from the pulp mill, and on this account chiefly, they ask that the government assume the cost of this dredging, which at 20 cents per cubic yard would be $2,181.60.

COCAGNE.

The Cocagne, Kent county, public wharf was begun in 1881-82, 224 feet which had gone to decay was removed in 1898-99 and the remainder rebuilt.

The covering being much worn and decayed, except on the part built two years ago to widen the wharf, it was renewed during the fiscal year 1909-10. 13,283 feet B.M. of 3-inch hemlock plank was used, and 567 feet B.M. of 8 by 10-inch timber, 90 feet of cap timber, 6 fenders and 6 bridles, between the fenders, were renewed. Half of the stringers, the caps, fenders, bridles, and mooring posts were painted with carbolineum.

The work was in progress from September 16 to 27, and from November 2 to 8.

The expenditure amounted to $275.80.

The total expenditure to date has been $13,021.80.

CUMMINGS COVE.

Cummings Cove, a fishing station, lies at the southwest end of Deer island (a part of the county of Charlotte), and is distant 1½ miles from Fairhaven, and the same distance from Chocolate cove.

On January 21, 1910, a contract was let for the construction of a wharf consisting generally of a trestle approach, 23 feet in width and 290 feet in length, and cribwork 150 feet in total length, battered on the side at the rate of 1 in 10. For 80 feet the cribwork is to be the same width as the trestle approach, and for the remainder of the length the cribwork is to be 50 feet in width, the pierhead being built at an angle.

By the end of the fiscal year, preparations were being made, but work had not actually been begun.

DORCHESTER.

In 1908, a public wharf was built by contract at Dorchester, Westmorland county, immediately below and connected by a span of 6 feet with the Intercolonial Railway wharf.

During the fiscal year 1909-10, a bed for vessels 240 feet long and 41 feet wide was constructed by day labour in front of the wharf, consisting of a retaining wall of brush, stone and mud, about 4 feet high on the outside and 20 feet wide. The mud bottom of the interior was excavated and graded level with the front, the top of which is 32 feet below the top of the wharf. Brush was placed in a hole at the southwest

corner of the wharf, and the mud was excavated and levelled along the lower 75 feet of the inside face and a stick of timber and layers of brush were placed across the lower end to retain the mud, to form a second bed for scows and schooners. The inner bed is 30 feet wide and its top is 18 feet below the top of the wharf. A chute for lumber about 2 feet wide and 18 inches high was also constructed in the wharf, opening out about 12 feet below the top at the outside face for loading vessels at low tide.

The work was in progress between August 28 and October 12, from October 16 to 20 and on the 26th and 27th.

The expenditrue for the fiscal year 1909-10 was $851.72.

The total expenditure to date has been $18,521.73.

DOVER-GAUTREAU VILLAGE.

During 1907, an appropriation for a wharf in the district of Dover, Westmorland county, on the Petitcodiac river, was available, but on account of the impossibility of bringing the people to an agreement as to the site, construction was not begun. It was decided in 1908 to build two smaller wharfs than the one first proposed, about 3 miles apart, the upper at the point known as Steeves' Landing, for the accommodation of the river steamer and the shipment of farm produce, the second wharf at Gautreau village for a landing place for scows and fishing boats. Accordingly, materials were procured for the two wharfs, and at Gautreau village, a right-of-way was purchased, 2,826 feet long and 33 feet wide, and graded 20 feet wide between ditches from the main road to the site of the wharf.

During the fiscal year 1909-10, the construction of the Gautreau wharf was in progress, and a covered drain, 4 feet wide, was built crossing the road.

The wharf is 193 feet long and consists of a section 64 feet long and 16 to 17 feet wide on top, with the sides walled up with ballast poles secured to short cross ties, and the interior composed of brush and stone mixed with marsh mud and surfaced with gravel; a second section 98 feet long and 15 feet wide on top, of round timber in open cribwork covered with 3-inch plank, and a pier-head, 30·2 feet long and 31·8 feet wide, of round timber in open cribwork covered with 3-inch plank. The pierhead is 22 feet high from the foundation to the floor on the outer face, the foundation being 3 feet below the surface of the mud.

On October 30, when the work closed down for the season, about 70 cubic yards of ballast were still required to complete the wharf.

Along the outer face and lower end of the pier-head, beds for vessels and scows are desired to be formed by levelling the mud which should be retained along the outside by banks of brush and stone.

The work was in progress between August 1 and September 10, from September 14 to 21, September 23 to October 11, October 13 to 18, and from October 21 to 30.

The expenditure for the fiscal year 1909-10, on the Gautreau wharf was $1,613.28.

The total expenditure to date on the Gautreau wharf has been $3,250.49.

DOVER-STEEVES' LANDING.

The Steeves' Landing wharf, Westmorland county, is 187½ feet long and consists of a brush and stone section 45½ feet long and 15 feet wide on top, a cribwork approach 110 feet long and 15 feet wide, and a pier head 32 by 31 feet. The outer face of the pier head is 26½ to 27 feet high to the top of the floor from the foundation, which is 1½ to 2 feet below the surface of the mud.

The wharf was begun on August 2, 1909, and work for the season ended on November 30, when the first section still required about 5 to 10 yards of stone, a few loads of mud and the gravel surfacing. The timber section still requires about 50

cubic yards of stone, 26 fenders and the cap timber. Beds for vessels and scows are also desired.

The expenditure for the fiscal year 1909-10 was $2,398.99.

The total expenditure on the Steeves' Landing wharf to date has been $3,398.

GRAND ANSE.

The Grand Anse, Gloucester county, breakwater was begun in 1876.

In 1908, the construction of an extension to the shore was begun, consisting of cribwork 177½ feet long (as built) and 15 feet wide and a trestle 111·5 feet long (as built) and 15 feet wide to carry the roadway at an incline of 1 in 12 from the level of the breakwater to the bank. The trestle rests for 81 feet on a cribwork foundation and for the remainder on mud sills. The cribwork was built during 1908 and the stringers laid on the outer 177½ feet. The outer 52 feet was sheathed on both sides.

The work was completed during the fiscal year 1909-10. The trestle was built, the remainder of the 177½ feet of cribwork sheathed on each side with 4-inch hardwood plank, the covering and cap were laid: 133 cubic yards of ballast were placed in the work, and a roadway approach about 50 feet long and graded.

On the original breakwater, four new ladders were placed and the old cap timbers at the ends of the several extensions were removed and plank was laid instead to give a continuous floor for teams.

Work was in progress from July 13 to 31, from August 23 to September 9, and on September 22 and 23.

The expenditure for the fiscal year 1909-10 was $869.24.

The total expenditure to date has been $38,346.68.

GREAT SALMON RIVER.

Great Salmon River, St. John county, is a small tidal inlet 8 miles east of Quaco. Shipments of lumber are made from this place. Spring tides rise 30 feet. A small harbour, dry at low water, is formed by the projection of a beach from the west side, a narrow opening remaining for an entrance. To keep open this entrance, a pier has been built. The original work, finished in 1906, was 180 feet long and 18 feet wide on top. An extension of round cribwork, 192 feet long, was completed by contract in 1908.

During 1909-10, the original work was raised to the level of the new, two tiers of cross-ties and one of face timbers being used for this purpose. Five rows of stringers extend for 155 feet. At the upper end of the work, where some scouring had taken place, three rows of face timbers and two of cross-ties were inserted, secured and afterwards protected with brush and stone. Work was commenced on July 9 and completed on September 17, 1909.

Expenditure for fiscal year ended March 31, 1910, is $1,451.31.

HARVEY BANK.

Harvey Bank, Albert county, with a population of 600, is situated on the Shepody river, a tidal reach of the estuary of the Petitcodiac. About 40 vessels per annum arrive at the port, taking away hay, butter and other farm products.

Spring tides rise 41 feet.

On December 21, 1908, a contract was let for the construction of a cribwork extension to Dow's wharf (which has been acquired by the department), consisting of an approach, 14 feet long and 20 feet wide, and a pier-head 40 by 30 feet.

During 1909-10, the contract work was built, and repairs were made to the approach. They consisted of ballast floors, ballast, stringers, covering, cap, ring bolts, &c.

The contract work was begun April 26, 1909, and completed June 15, 1909, while the repairs were begun August 3 and completed August 31, 1909.

Expenditure for fiscal year ended March 31, 1910, is $5,038.

HERON ISLAND.

In 1908, work was begun on an extension to and repairs of a provincial government wharf built in 1890. The outer 25 feet of the old wharf was removed and rebuilt and an additional block 22 by 18 feet was built to the level of the top of the stringers and half filled with ballast. The stringers on the 20 foot span between the two blocks were laid.

This outer block was moved by ice in the winter of 1908-9, and during the fiscal year 1909-10, the ballast was taken out, replaced in proper position and completed together with the span. Three similar blocks and spans were also built complete. The blocks are of round timber cribwork with 10 by 10 inch fenders, sheathed with 4-inch hardwood plank on all four sides, filled with ballast and covered with 3-inch plank. The caps are 10 by 10 inches, block stringers 10 by 10 inches, and span stringers 10 by 12 inches.

The last span and pierhead, 25 by 30 feet, remain to be built.

The work was in progress from July 16 to 31, from September 9 to 22, and from October 18 to November 12.

The expenditure for the fiscal year 1909-10, was $1,998.82.

Total expenditure to date, $3,994.12.

HERRING COVE.

Herring Cove is situated 11½ miles west of Cape Enragé, forming the western extremity of Salisbury bay, an indentation of the Albert coast of the Bay of Fundy. Spring tides rise 37 feet; neaps, 30 feet.

A breakwater, 215 feet long, 31 feet wide on top, and 43 feet high at the outer end, was built at this place by the department in 1873. The weather face is strongly battered and sheathed. Founded on a reef, under the lee of Matthew's head, and directed towards Owl's head, the work, trending towards the land, lies in the direction of southwest waves and affords some slight protection from undertow to craft, if beached in the extreme angle of the cove.

During 1909-10, some of the old sheathing of the work was taken off and 45 new pieces, from 5 to 30 feet in length, were laid on the sloping face. Loose sheathing was besides secured.

The work was begun October 18 and suspended on November 13, 1909.

Expenditure for fiscal year ended March 31, 1910, is $143.75.

KOUCHIBOUGUAC.

The work at Kouchibouguac, Kent county, was begun in 1908 and consisted of building a dam to close a new gully which was forming in the low beach separating the harbour from the Gulf of St. Lawrence, and which tended to lessen the current and consequently the depth in the main entrance. The dam consisted of piles in two rows 6 feet apart, the piles being 8 feet centre to centre in the rows, holding a brush mattress 18 feet wide.

Before the mattress had been securely ballasted, the heavy storm and high tides of October 27 and 28, 1908, carried away the greater part of the brush and about 30 of the piles. The gully deepened during the winter and most of the remaining piles were bent over or washed out.

During the fiscal year 1909-10, the dam was rebuilt 604 feet long and consisting of 133 piles, of which 13 remained from last year, and mattresses about 20 feet wide covered with about 440 cubic yards of stone.

At the beginning of the work, there was about 6½ feet of water in the gully at high water or 1½ feet at low water ordinary spring tides, but before it was finally closed, it had deepened at least 6 feet.

The top of the work is still from ½ to 2½ feet below high water for a length of 350 feet, but the sides are banking up rapidly with sand.

The work was in progress between June 14 and September 13, 1909.

The expenditure for the fiscal year 1909-10 was $3,823.72.

Total expenditure to date $6,312.81.

LAMEQUE.

The Lameque, Gloucester county, public wharf was begun in October, 1900, and completed in January, 1903.

During 1908, the construction of three blocks, two 25 by 30 feet and one 29 by 30 feet, were begun by day labour to form an enlargement of the pier-head and a foundation for a proposed warehouse and salt shed, and at the end of 1908 they had been built to within from 4 feet 4 inches to 7 feet 4 inches of the required height.

During the fiscal year 1909-10, an agreement was made with Arcade Landry, of Shippigan, N.B., to use the round timber on hand, 2,850 lineal feet, in building up the blocks to full height; to lay the upper ballast floor on the third block; insert the ballast on hand, 30 to 40 cubic yards; to place 33 fenders and 109 lineal feet of stringers, and to insert 45 new pieces of flooring to replace decayed planks of the original wharf; all for the sum of $130. The work was done in August and September, 1909.

Four thousand one hundred and fifty feet B.M. of fenders were bought during the fiscal year at a cost of $62.25, and 27,153 feet B.M. of lumber were procured for the construction of the warehouse, at a cost of $384.68.

The expenditure for the fiscal year 1909-10 was $741.93.

The total expenditure to date has been $23,263.37.

LEONARDVILLE.

Leonardville is a fishing station on the eastern side of Deer island (a part of the county of Charlotte), 3 miles from Lord's cove and 2 miles from Chocolate cove. Thirty sardine boats, from 8 to 12 feet in draught, are owned at Leonardville, in the neighbourhood of which there are 60 families.

On September 13, 1909, a contract was let for the construction of a wharf 303 feet in total length, consisting of a trestle approach 143 feet long; a pile approach 120 feet long, and a cribwork pier-head, 60 by 40 feet.

By the end of 1909-10, the pier-head had been built ten tiers in height, had been sunk in place and ballasted.

Work was begun January 17, and was in progress on March 31, 1910.

Expenditure for fiscal year ended March 31, 1910, is $2,533.

L'ETETÉ.

At L'Eteté, situated in Charlotte county, is a minor channel or passage from the Bay of Fundy into Passamaquoddy bay. At this fishing settlement, 9 miles from St. George, the provincial government built a slightly constructed wharf at which a small local steamer touches. To the pier head of this wharf, the department made an addition.

In 1909-10, part of the covering of the wharf was renewed, and part was re-spiked. Then fencing along the approach and around the opening for the steps was rebuilt. New stairs were placed. Eight new fenders and two ladders were bolted to the pier head. The bents of the approach, 15 in number, were straightened and braced and

80 lineal feet of new stringers were laid. The freight shed was partly shingled and the embankment at the shore was repaired.

Work was begun September 3 and completed September 25, 1909.

Expenditure for fiscal year ended March 31, 1910, is $189.86.

LORNEVILLE.

Lorneville, formerly Pisarinco cove, is a well known fishing settlement 10 miles west of St. John, in the county of that name. At this place there are 55 boats.

On February 10, 1909, a contract was let for the construction of a combined breakwater and wharf of solid cribwork, 400 feet long and from 24 to 32 feet wide.

The work was just completed, when, on December 14, 1909, during a heavy storm, the pier head was displaced and settled considerably in the bottom.

Work was begun on April 26 and completed on December 14, 1909. (Except four fenders.)

Expenditure for fiscal year ended March 31, 1910, is $29,340.86.

LOWER CARAQUET.

A contract for a public wharf at Lower Caraquet, Gloucester county, 7 miles east of Caraquet station, was entered into on March 17, 1909, with Honore Duguay, of Caraquet. The contract price is $36,500.

The wharf is to be 2,600 feet long and composed of a shore block 550 by 20 feet, 43 blocks, spaced 20 feet apart, 25 by 20 feet, one block 25 by 30 feet, one span 20 by 30 feet, and a pier-head 50 by 30 feet.

Construction was begun on June 21, 1909, and closed down for the season on November 24, at which date the cribwork was completed to the end of the 14th block and the stringers, covering and fenders (except a few short lengths) were placed for the same distance. 700 lineal feet of cap timber was laid.

The expendiure for the fiscal year was $13,838.

Total expenditure to date $13,978.

LOWER NEWCASTLE.

During the fiscal year 1909-10, about 150 pieces of 4-inch creosoted plank were driven about 3 feet into the bottom and bolted around the pierhead of the wharf. Four fenders were placed. A small quantity of ballast was inserted and parts of the top were painted with carbolineum.

The wharf, which is 228 feet long, including the approach, had been under construction by day labour during 1907-8, and was completed between June 14 and the 30, 1909.

The expenditure for the fiscal year amounted to $100.58.

The total expenditure to date has been $4,949.37.

MACE'S BAY.

Belas Basin, Charlotte county, a cove on Mace's bay, 23 miles, as the crow flies, west of St. John, but farther by road, is defended from the sea by a beach 1,700 feet long, and is dry at low water.

During 1909-10, the pier-head, a block of round cribwork 32 feet long and 17½ feet wide, was completed. A ladder was placed on one side, and mooring posts have been placed at the corners.

Work was begun on September 10, 1909, and completed March 30, 1910, having been carried on during part of September, October and November, 1909, and March, 1910.

Expenditure for fiscal year ended March 31, 1910, is $393.76.

MILLS POINT.

On February 6, 1908, the department entered into a contract with Mr. A. F. Fawcett for the construction of a wharf at Mills point, Northumberland county, consisting of an approach 20 by 135 feet, 25 spans 20 by 20 feet, 24 blocks 20 by 25 feet, one block 30 by 25 feet, one span 30 by 20 feet, and a pierhead 30 by 50 feet.

Construction was begun on April 15, and at the end of March, 1909, there remained to complete the wharf: Placing 3 ladders and 40 short lengths of fenders, trimming off projecting timbers, bolting fenders and sheathing and painting parts of the work with carbolineum. This was done by day labour in August and September, 1909, and charged to the balance due the contractor.

160 bolts were driven in the fenders and 1,100 in the sheathing, and three pieces of sheathing carried away by the ice were renewed.

The expenditure amounted to $175, of which $138.50 was for the day labour works.

The total expenditure to date has been $20,663.68.

MONCTON.

A contract for an extension of the public wharf 160 feet long was entered into with A. F. Fawcett on July 8, 1908.

As a change was desired in the level of the bed as shown on the contract plan and as other improvements were suggested, new contract plans were called for in 1909, and A. F. Fawcett having given up his last year's contract, the work was let on November 11, 1909, to Oscar and Warren Downey, of Curryville, Albert county, N.B.

Between March 17 and April 20, 1909, about 471,000 feet, B.M. of lumber, and 246 ballast poles, supplied by A. F. Fawcett, were assorted, inspected, surveyed and piled, at a cost of $321.62, of which $217.22 was incurred during the fiscal year 1909-10.

The new contractors took over the materials on hand and an estimate in their favour amounting to $6,576.45, for these materials, was forwarded on November 19, 1909.

The expenditure for the fiscal year 1909-10 was $7,093.67.

The total expenditure to date has been $7,398.37.

NEGROPOINT.

Negropoint, a breakwater, 2,250 feet long, built of large blocks of random stone, extends almost two-thirds of the distance across the west channel, and partially protects St. John harbour. By marine dynamometer, the force of the waves has been found to be 4,000 lbs. per square foot and upwards; hence the stones of the work are often dislodged by the sea, and frequent repairs are required. These consist principally of large concrete blocks, averaging 30 cubic yards each, made in place. The preparation of a foundation for these blocks consists in removing the large, random stone of which the breakwater is generally composed, putting in the false work, and in placing the stones removed from the foundation around the concrete after it has been built.

During 1909-10, 38 blocks, aggregating 1,282·2 cubic yards of concrete, were made in position; 3,018 barrels of sand, 1,439 barrels of cement and 802 cubic yards of granite were purchased. The granite was besides almost entirely reduced to the size required for concrete.

Work was begun on June 25, and completed on December 31, 1909.

Expenditure for fiscal year ended March 31, 1910, is $20,604.88.

NEGUAC.

The Neguac, Northumberland county, public wharf, 1,180 feet long, was built in 1892-94.

During the fiscal year 1909-10, $5 was expended in procuring and placing a new mooring post in the pier-head.

Total expenditure to date $13,821.61.

NORTH HEAD, GRAND MANAN.

At Flagg Cove, near North Head in Grand Manan, an island forming part of the county of Charlotte, and lying 24 miles south of St. Andrews, but double that distance from St. John, a wharf, known as Dixon's, was purchased by the department, and has since been repaired by day labour, and extended by contract.

The work done by day labour, during the fiscal year, was as follows:—

The repairs to the trestle approach were completed and new covering was laid for a length of 46 feet. The remainder of the approach, 55 feet long, was widened by extension to the breastwork outside. The breastwork itself, 105 feet long, was completed, and the slip was sheathed and protected by a hand-railing. Five new mooring posts and three ladders were besides placed in the work. A new block of cribwork, 101 feet long and 30 feet wide, begun in the previous year, was completed.

Two tiers of timber were added to the break, in completion of the contract work. Iron braces were added by day's labour.

Work was begun on July 6, 1909, and completed March 12, 1910.

Expenditure for fiscal year ended March 31, 1910, is $9,132.93.

OAK POINT.

The wharf at Oak Point, Northumberland county, is 481·3 feet long and was begun on June 8, 1907, and completed on February 13, 1908.

During the fiscal year 1909-10, $9.59 was expended in replacing two pieces of hardwood sheathing and driving 60 bolts to secure part of the sheathing which had been loosened by the ice.

Total expenditure to date, $8,412.42.

PARTRIDGE ISLAND (ST. JOHN HARBOUR).

The submerged pipe line, laid across the west channel of St. John harbour from Fort Dufferin to Partridge island, to supply water to the quarantine and lighthouse stations, received attention during the year.

On the island, two waste pipes, respectfully 141 and 150 feet in length, were laid, and two new valves were set. The road over the rock, for hauling materials and supplies of all kinds, whether for water works, hospital buildings, or those belonging to the Marine and Fisheries, from the wharf to the summit of the island, being in a dangerous condition, was improved by blasting and filling in to a width of 12 feet, for a distance of 1,200 feet. Four hundred and fifteen lineal feet of pipe were uncovered, examined and repacked to search for leaks. A stopcock was replaced.

The submerged pipe was examined by a diver during the year, and several leaks were discovered and repaired under water.

Work on Partridge island was begun, September 28, 1909, and completed March 8, 1910.

Work on submerged pipe was begun June 14, 1909, and was in progress on March 31, 1910.

Expenditure for fiscal year ended March, 1910, is $6,228.98.

PETIT ROCHER.

The breakwater at Petit Rocher, Gloucester county, was begun on March 18, 1905, and completed on November 21, 1908.

The inner 450 feet consists of a rubble mound with a superstructure of cross-ties, stringers and plank, and a concrete curb along the outer face.

The main breakwater, 210 feet long on the outer face, and pier-head, 209 feet long on the outer face, are of close-faced cribwork 30 feet wide on top.

A storm of September 28-30, 1909, having damaged the stone slope next the cribwork portion, a concrete block about 18 feet long, 5 to 7 feet high and 5 to 7 feet wide, containing about 26 cubic yards, was built in the middle of November, 1909, at the inner end of the cribwork, and about 50 cubic yards of large boulders of the slope carried shorewards by the storm were placed around it.

Before the concrete block had fully set, a storm on November 26, accompanied by an unusually high tide, destroyed the block and made a gap in the stone embankment about 36 feet long and 30 feet wide on top and 18 feet in extreme depth. About 23 cubic yards of stone were placed in the gap, but a storm on December 16 increased the damage, undermining the superstructure and carrying away the concrete curb for a length of 44½ feet. 68 cubic yards of stone were placed in the space under the superstructure during December as a temporary protection.

The derrick on the wharf was broken during the year by a runaway freight car and was repaired and replaced at a cost of $12.50.

The expenditure for the fiscal year was $467.66.

The total expenditure to date has been $63,839.79.

PINK ROCK.

On July 22, 1909, a contract was entered into with Mr. T. P. Charleson for the construction of an extension to the Pink Rock, Westmorland county, wharf and a detached breakwater.

The extension will consist of an approach 47 feet long and 28 feet wide on top and a pierhead placed at right angles to the approach, 75 feet long and 28 feet wide on top. The breakwater will be 100 feet long and 28 feet wide on top, and will leave an opening 110 feet wide between it and the wharf. The whole is to be built of round timber cribwork filled with ballast and the outside faces of the pier-head and breakwater are to be sheathed with 6-inch hardwood plank.

On account of the difficulty of procuring timber in the summer and the danger of leaving the work uncompleted during the winter, the work was not begun.

The contract price is $10,440.

The total expenditure to date has been $4,196.45.

POINT DU CHENE.

The works at Point du Chene, Westmorland county, consist of two breakwaters, an inner and an outer, each 600 feet long, with an opening between of 80 feet, and a ballast wharf (so-called) 200 feet long connecting the outer breakwater with the Intercolonial Railway wharf. They were begun in 1875 and have been rebuilt or repaired at various times.

During the fiscal year 1909-10, one creosoted and one native timber waling, 10 by 12 inches, was placed along the outer face of the 'ballast wharf,' 185 feet long, which was then sheathed with 6-inch creosoted piles, procured in 1908. The old covering and stringers were removed and the wharf was filled with 495 cubic yards of ballast. The track was then relaid on the outer breakwater, a derrick was placed on a flat car rented from the Intercolonial railway at $1 per day, and the rough stone talus along the outside of the outer breakwater was relaid with a smooth slope for a

length of 366 feet. Four tiers of timber were laid on a small block which had been built at the shore end of the breakwater to retain the stone slope, and the block was ballasted; 606 cubic yards of large and mixed stone were procured and delivered at the ballast wharf and during the winter were hauled to the inner breakwater to form a slope along its outer face for a length of 390 feet; 11,000 feet B.M. of square timber was procured to complete the repairs of the ballast wharf.

The work was in progress between June 15 and December 22, between December 28 and February 12, and from March 14 to 20.

The expenditure for the fiscal year amounted to $5,000.71.

The total expenditure to date has been $128,335.39.

QUACO.

St. Martins, or Quaco, St. John county, as the village is indifferently called, situated 32 miles east of St. John, is the terminus of a branch railway and the seat of several sawmills. Inside low water mark, a pier of close-faced cribwork was built on either side of the outlet of a moderate stream, in order to give shelter to vessels at high water. The pier on the east side was originally 310 feet long and 30 feet wide, with a head 60 by 39 feet; while the west pier is 302 feet long and 20 feet wide at the top of a slope of 1 to 1. Spring tides rise 30 feet and leave the work dry at two-thirds ebb, receding from them one-quarter of a mile at low water.

On December 28, 1908, a contract was let for the extension of the east pier for a distance of 239 feet on the centre line, and on April 22, 1909, another contract was let for the reconstruction of that part of the old work, 60 feet in length, which had been damaged by the storm of February, 1908.

These two contracts were completed during the fiscal year.

Work on the first contract was begun March 1, 1909, and completed February 7, 1910.

Work on the second contract was begun July 16, 1909, and completed November 2, 1909.

Expenditure for fiscal year ended March 31, 1910, is $39,328.75.

RICHIBUCTO.

The Richibucto, Kent county, public wharf, built and formerly owned by the municipality, was acquired during 1908-9 by the department and partly repaired in that year, about 177 feet of the approach being rebuilt except for the upper tier of cross ties, the cap and the gravel surfacing.

During the fiscal year 1909-10, the rebuilding of the approach was continued. The section begun last year was completed, 26 cross ties and the cap on the south side being laid and the surface gravelled. About 220 feet of the old approach was removed and 204 feet of new cribwork built. The new cribwork is 30 feet wide and about 9 feet high, constructed of round timber with gravel surfacing. A temporary cribwork, about 18 feet long, was built in the gap at the shore end to allow the use of the railway siding on the wharf.

The work was in progress between June 15 and August 21, and from September 6 to 8.

The expenditure for the fiscal year was $2,982.31.

The total expenditure to date on the Richibucto government wharfs has been $13,307.43.

RICHIBUCTO CAPE.

During 1908-9, the construction of a breakwater was begun by day labour to give protection to the many fishing boats, local and otherwise, which operate on the fishing grounds off the Cape. About $25,000 to $30,000 worth of fish are caught annually

by the boats from the neighbourhood, and in the five years, 1900-4, 19 boats valued at $100 each were lost through lack of shelter.

A roadway to the proposed work was excavated in 1908 and about 1,040 cubic yards of stone were quarried for the work. The approach to the breakwater, consisting of a stone embankment 15 feet wide on top with slopes of 2 to 1 on the outside and 1 to 1 on the inside, was built for a length of about 30 feet.

This was continued during the fiscal year 1909-10, to a total length of 241 feet, of which 177 feet is 15 feet wide on top, the next 20 feet increasing in width to 20 feet on top, which is continued for the outer 44 feet. A superstructure of cross ties, stringers, 3-inch flooring, and 10 by 12-inch caps, was built for the whole length.

Storms, several times, damaged the work, causing considerable expense in rebuilding the slopes and therefore at the outer end a timber crib was built, 29 feet long by 20 feet wide, as a core for the embankment.

The grading of the roadway was completed by sloping the shale rock on the north side for a length of about 75 feet and height of about 10 feet.

The work was in progress between May 12 and July 24, from August 10 to September 25, October 4 to 28, and November 24 and 25.

The expenditure for the fiscal year amounted to $4,778.73.

The total expenditure to date has been $9,965.05.

RICHIBUCTO BEACH.

The Richibucto Beach, Kent county, breakwater, together with a proposed work on the south of the entrance, is intended to concentrate the current and thus deepen the entrance to Richibucto harbour. The works were begun in 1873.

During the fiscal year 1909-10, $13 was expended for storage and cartage of the tools, rope, chain and other materials belonging to the department and used in the Richibucto beach works, which, if allowed to remain at the beach, would probably have been stolen.

About 30 piles belonging to the department were peeled and piled to prevent decay, and about 1,500 cubic feet of brush were placed about the government buildings on the beach to gather the sand which was being carried away by the wind to such an extent that the buildings were in danger of overturning, all at a cost of $13.

The expenditure for the fiscal year was $26.

The total expenditure up to date has been $149,828.22.

ST. ANDREWS.

St. Andrews, in the county of Charlotte, is a terminus of a branch of the Canadian Pacific railway, and lies, by water, 50 miles west of St. John. The town is situated at the mouth of the St. Croix, on the point of a peninsula stretching into Passamaquoddy bay, a deep sheltered inlet of the Bay of Fundy. In the summer months, St. Andrews is a favourite watering place, frequented by tourists and yachtsmen, and also by fishermen.

On March 8, 1909, a contract for the extension of the public, or what is known as the 'Market wharf,' was signed. This extension consists of a pile approach, 468 feet long, and a pier-head 36 by 70 feet.

Work was begun on June 1, 1909, and by the end of the fiscal year was approaching completion.

Work was begun on June 1, 1909, and was suspended for winter on December 16, 1909.

Expenditure for fiscal year ended March 31, 1910, is $16,782.

ST. GEORGE.

St. George, Charlotte county, a small but flourishing town, situated at the head of tide on the Magaguadavie river, is chiefly noted for lumbering and for the numerous monumental works established there to manufacture the red granite found in the neighbourhood. On account of the fine water power, due to the great fall immediately at the village from fresh to tidal water, a pulp mill has been erected.

During 1909-10, fenders were placed on the front and end of the wharf; a ladder was put in position, and a quantity of timber and ballast was procured for next year's work.

Work was begun on July 2, 1909, and ceased March 29, 1910.

Expenditure for fiscal year ended March 31, 1910, is $1,424.16.

ST. JOHN HARBOUR.

For a description of St. John harbour, see page 95 of the Public Works report for the year 1908.

Ballast wharf.

Dredging was continued to obtain a depth of 30 feet below low water; 6,587 cubic yards of mud and clay were removed. On account of the freshet, work was suspended on April 26, 1909.

The expenditure for the fiscal year ended March 31, 1910, is $2,117.10.

Beacon bar.

Dredging was done for the purpose of extending the winter port berths to the southward of Sand point. Under the present arrangement, some ten berths are to be built to a depth of 32 feet below low water. Quantity of material removed, was 594,343¾ cubic yards of mud and gravel at a cost of $240,715.85.

Sand Point Basin.

Dredging was done cleaning up the Sand Point basin to a depth of 33 feet at low water. Quantity of material removed was 159,251 cubic yards of silt and clay, and 32,847·1 yards of rock. Work was commenced on June 30 and completed on December 9.

The expenditure for the fiscal year ended March 31, 1910, is $15,234.60.

Early in September, the dredge *Fielding* began work covering the portion of the basin south of the South Rodney wharf, to give a uniform depth of 33 feet at berths 5 and 6, and in the channel to within 20 feet of the face of the wharf forming berths 2, 3 and 4. Quantity of material removed was 43,205 cubic yards of material. Work was completed on October 20.

Sand Point wharf extension.

The construction of the superstructure, under contract, is completed, and the flooring and trestle work are completed for about 500 feet on the northern side of the work; the pile driving was commenced on September 8 and was completed on April 6, 1910.

The expenditure for the fiscal year ended March 31, 1910, is $190,332.62.

The total expenditure on St. John harbour during the fiscal year ended March 31, 1910, is $455,549.88.

ST. JOHN RIVER AND TRIBUTARIES.

For description of the upper river, see page 97 of the Public Works report for the year 1908.

ANDOVER TO CARLETON COUNTY BOUNDARY LINE.

The work on the St. John river between Andover and Carleton county boundary line was divided into two portions, each in charge of a separate officer; one working from August 23 to 30, and expending $56.22, while the other worked from October 9 to 30, and expending $152.49. Eight boulders and two rocks were blasted, measuring, in all, 58 cubic yards.

BEAVER BROOK (VICTORIA COUNTY).

This work was commenced on November 4, and completed on 27th of same month. The channel was cleared for a distance of 6 or 7 miles and a new channel was cut 20 rods long.

The expenditure amounted to $270·25.

BERUBI (MADAWASKA COUNTY).

A breakwater, 100 feet long, 12 feet high, and 10 feet wide, bolted with wrought iron bolts, was constructed. Work was commenced on September 12 and was completed on September 28.

The expenditure amounted to $191.31.

BLUE MOUNT BEND (VICTORIA COUNTY).

A breakwater, 180 feet long, 20 feet wide and 7 feet high, well loaded with stone, was constructed; work commenced on August 16, and was completed on September 25.

The expenditure amounted to $384.13.

CROSS LAKE (MADAWASKA COUNTY).

A channel was cut 20 rods long, and the tow-path was improved; work was done between August 16 and 31.

The amount expended was $196.50.

EMERSON'S FALLS (MADAWASKA COUNTY).

Two ledges were blasted, 23 by 4 by 6½ feet and 25 by 4 by 8 feet, containing about 22 and 29½ cubic yards respectively; in addition to the above, seven large rocks were blasted aggregating 34 cubic yards. Work was commenced on October 11 and completed on October 28.

The expenditure amounted to $109.90.

GRAND RIVER (MADAWASKA COUNTY).

The channel was cleared for a distance of 20 miles by the removal of boulders and obstructions, the tow path was also cleared. Work commenced on August 10 and was completed on September 4.

The expenditure amounted to $199.

GRAND FALLS, ANDOVER (VICTORIA COUNTY).

From 1 mile below the falls as far as Black rapids, a distance of 6 miles, rocks were blasted and 124 cubic yards were removed. Work commenced on August 4 and was completed on August 11.

The expenditure amounted to $199.60.

GREEN RIVER (MADAWASKA COUNTY).

The river was cleared for a distance of 8 miles up from the mouth; about 120 cubic yards of rock were removed, together with numerous stumps of trees. Work commenced on October 14 and was completed October 30.

The expenditure amounted to $169.25.

GRONDINS (MADAWASKA).

A breakwater, 145 feet long, 4½ high and 10 feet wide, was constructed. Work was commenced on August 16 and was completed August 24.

The expenditure amounted to $76.35.

GUERRETTES (MADAWASKA COUNTY).

A breakwater, 120 feet long, 12 high and 10 feet wide, was constructed. Work commenced on October 4 and was completed on October 9.

The expenditure amounted to $201.45.

GUIMONDS (MADAWASKA COUNTY).

A breakwater, 145 feet long, 8 wide and 5 feet high, was constructed. Work commenced on September 3 and was completed September 9.

Total expenditure amounted to $61.05.

LITTLE RIVER, GRAND FALLS (VICTORIA COUNTY).

From about 9 miles above the mouth and for a distance of 3 miles up, the river was improved; about 11 miles above the mouth, a bend in the river was straightened, some ledge rock and stumps and trees were removed. Work commenced on September 6 and was completed on September 11.

The expenditure amounted to $99.50.

LITTLE RIVER, ST. FRANCIS (MADAWASKA COUNTY).

Two breakwaters were constructed, one 100 feet long, 12 wide and 3 to 6 feet high, and the other, 50 feet long, 12 wide and 6 feet high. Work commenced on June 28 and was completed July 6.

The expenditure amounted to $151.28.

NICTAU LAKE (VICTORIA COUNTY).

The channel in Caribou brook, at the head of Nictau lake, was cleared of logs and obstructions for a distance of ¾ of a mile. Work commenced on August 9 and was completed on August 25.

The expenditure amounted to $151.

OTTALLIC STREAM (VICTORIA COUNTY).

The stream was cleared of boulders, stumps and old trees, and about 20 cubic yards of rock were blasted. Work commenced on 13th and was completed on November 26.

The expenditure amounted to $81.25.

SERPENTINE RIVER (VICTORIA COUNTY).

The channel was cleared by removing boulders and obstructions. Work commenced on 16th and was completed on November 30.

The expenditure amounted to $300.76.

SISSON BROOK (MADAWASKA COUNTY)

Some 120 boulders, measuring about 100 cubic yards, were blasted and removed, obstructions were also removed from the channel. Work commenced on November 3 and was completed on November 11.

The expenditure amounted to $100.

TROUT RIVER (MADAWASKA COUNTY).

A boulder was blasted, 12 feet in diameter, also several small ones, and obstructions were removed from the river for a distance of 10 miles. Work commenced on 1st and was completed on July 15.

The expenditure amounted to $99.50.

TURNERS (VICTORIA COUNTY).

A breakwater, 150 feet long, 18 feet wide and 6 feet high, well loaded with ballast, was constructed. Work commenced on July 16 and was completed on November 12.

The expenditure amounted to $300.

TWEEDDALES (VICTORIA COUNTY).

A breakwater, 140 feet long, 7 feet high and 18 feet wide, loaded with stone, was constructed. Work commenced on 13th and was completed on October 22.

The expenditure amounted to $399.78.

WAPSKEHEGAN RIVER (VICTORIA COUNTY).

Two breakwaters were constructed on this river: one, 40 feet long, 6 feet high and 8 feet wide, and the other, 60 feet long, 6 feet high and 8 feet wide; these breakwaters are located 24 miles from the mouth of the river. About 30 cubic yards of solid rock and 36 boulders were blasted, and a few obstructions were removed from the river. Work commenced on November 17 and was completed on March 31, 1910.

The expenditure amounted to $289.75.

WRIGHTS (VICTORIA COUNTY).

A breakwater, 150 feet long, 6½ feet high with four bays, was constructed. Work commenced on August 23 and was completed on September 11.

The expenditure amounted to $296.55.

The total expenditure on River St. John and upper tributaries, for the fiscal year ended March 31, 1910, was $5,445.19.

INLAND NAVIGATION.

Inland navigation extends from Fredericton to Woodstock and is described on page 96 of the Public Works report for 1908.

FREDERICTON-HAWKSHAW (YORK COUNTY).

On this portion of the river, the hydrographic survey, begun during the fiscal year 1908-9, was continued between Fredericton and Hawkeshaw. Soundings were

taken from the head of Russel bar to Springhill, a distance of 2 miles. Both sides of the river have been traversed, and base lines and permanent bench marks established.

Surveys have been made at the following bars and islands:—Tennant bar, McLaughlin island, Clement island, Ross island No. 2, Ross island No. 1, Dunphy island, Murreys island, Nevers island, McClary bar, McGibbon island No. 2, Sandy McGibbon island, Parsnip island, McGibbon island No. 1, Harts island, Hawkins island, Russell bar, Savage island, Sugar island, Keswick island, Shore island, Wheelers bar, Little Bear island, Great Bear island, Hog island, Coac bar.

Work commenced on July 14 and was suspended on December 23.

The expenditure, during the fiscal year, amounted to $3,521.71.

TIDAL NAVIGATION.

For a description of the tidal navigation of the River St. John, see page 96 of the Public Works report for 1908.

BARKERS (SUNBURY COUNTY).

A high water wharf was constructed, consisting of a pier-head 100 feet long and 31 feet 8 inches wide, with an aproach of cribwork 20 feet long and a further approach, of stone and earth, 45½ feet long. The work is close-faced with a slip 12 by 9 feet.

A protection pier was also built on the old low water wharf, 8 by 15 feet. There is a depth of 20 feet, at high water, at the face.

The expenditure for the fiscal year, ended March 31, 1910, is $3,925.67.

BROWN'S FLATS (KINGS COUNTY).

At Brown's Flat wharf, the work consisted of widening and rebuilding the roadway and approach to the low water wharf, making of it a high and low water wharf. The structure is now 62 feet wide and 15 feet high on the face, with a depth of 12 feet at low water. The roadway rebuilt is 162 feet long and 62 feet wide. One-half the cost was contributed by the provincial government.

The expenditure by this department for the fiscal year ended March 31, 1910, is $998.50.

BURTON COURT HOUSE (SUNBURY COUNTY).

The construction of a low water wharf was commenced on November 3, suspended on 30th and resumed on January 1. The wharf consists of a pier-head 40 feet 10 inches square, with a cribwork approach 102 feet long and 17 feet 8 inches wide on top, together with a further approach of stone and earth fill 37 feet long, not yet constructed. The depth at the face of the work, at low water ordinary summer level, is seven feet.

The expenditure for the fiscal year ended March 31, 1910, is $3,720.78.

CHASES POINT (QUEENS COUNTY).

Some fenders and a portion of the cap were required to complete the wharf built last fiscal year, 1908-9, and the roadway or approach of earth was partially raised. A plate of sheet iron was placed at the outer corner as a protection from running ice and logs. At the face of the work, there is a depth of 8½ feet at low water ordinary summer level. Work was commenced on August 3, and was completed on 31st of same month.

The expenditure for the fiscal year ended March 31, 1910, is $194.01.

DOUGLAS HARBOUR (QUEENS COUNTY).

At Douglas harbour, an old wharf was rebuilt, making a structure 63 feet wide on the face; the northwest side being 57 feet long, and the southeastern side 45 feet, with a roadway 313 feet long. The wharf is 17½ feet high, with 9 feet depth of water, at low water, at the face.

One-half the cost was contributed by the provincial government.

The expenditure by this department for the fiscal year ended March 31, 1910, is $624.70.

HAMPTON (KINGS COUNTY).

The departmental dredge *New Brunswick* commenced work on April 30, suspended on May 19, recommenced operations on May 23 and worked until June 4, making a channel 36 feet wide to a depth of 9 feet at low water summer level; 24,260 cubic yards of clay, mud, sand and logs were removed.

When this work below the highway bridge on the Kennebacasis river near Hampton is completed, it will be 75 feet wide.

IRON BOUND COVE (QUEENS COUNTY).

A low water wharf was constructed, 40 feet 10 inches long and 41 feet 3 inches wide with an approach, of stone and earth fill, 41 feet long and 17 feet 8 inches wide on top. At the face of the wharf, there is a depth of 9 feet at low water ordinary summer level.

Work was commenced on January 31, and was completed on March 31.

The expenditure for the fiscal year ended March 31, 1910, is $798.80.

JENKINS COVE (KINGS COUNTY).

The dredge *New Brunswick* dredged in front of the wharf to a depth of 9 feet at low water ordinary summer level. The material near the wharf was too hard for this dredge to remove.

Work was commenced on October 24, and was completed on November 19, during which time 13,970 cubic yards of clay were removed.

LONG ISLAND (KINGS COUNTY).

An approach to the pier was constructed; it is 210 feet long and 12 wide, filled with brush and ballast with one foot of gravel on top. Work was commenced on September 7, and was completed on October 23.

The expenditure for the fiscal year ended March 31, 1910, is $298.07.

LOWER JEMSEG (QUEENS COUNTY).

This wharf, consisting of an 'L' 40 feet 10 inches square, with an approach of cribwork 95 feet long, and a further approach of stone and earth fill, 219 feet 5 inches long, extending to the highway. Work was commenced on this high water wharf on October 19, and is complete with the exception of some little work on the approach. There is a depth of 8 feet 4 inches, at low water ordinary summer level, at the face.

A right of way from the public road to the wharf was obtained for the sum of $1.

The expenditure for the fiscal year ended March 31, 1910, is $2,246.13.

MATHERS ISLAND (KINGS COUNTY).

A cribwork approach, 89 feet 4 inches long and 10 feet wide with an extension of stone and earth fill, 92 feet long and 10 feet wide, was constructed; work was commenced on October 7 and completed on November 24.

The expenditure for the fiscal year ended March 31, 1910, is $108.67.

M'ALISTERS (QUEENS COUNTY).

A low water wharf consisting of a pier-head 40 feet 10 inches square, with a timber cribwork approach, 60 feet 2 inches long, and a further approach, of stone and earth fill, 25 feet 6 inches long and 17 feet 8 inches wide on top, was constructed.

The depth of water at face, low water ordinary summer level, is 8 feet 4 inches.

Work commenced on February 14 and was practically completed at the end of the fiscal year.

The expenditure for the fiscal year ended March 31, 1910, is $1,167.53.

NAUWIGEWAUK (KINGS COUNTY).

The dredge *New Brunswick* cut a channel, 30 feet wide and 5 feet below low water level, to enable logs to be brought from the pond to Wanamaker's mill. Work was commenced on May 10, and was completed on 22.

The quantity of material removed was 1,050 cubic yards of mud.

NEWCASTLE (QUEENS COUNTY).

A high level wharf was constructed, consisting of a pierhead 40½ feet square, with an approach of cribwork 60 feet long and an extension, of stone and earth fill, 34 feet long.

There is a depth of 13½ feet, at high water, at the face.

Work was commenced on January 8, suspended on 21st, and resumed on March 21, when the wharf was practically completed.

A right of way, from the public road to the wharf, was obtained for the sum of one dollar.

The expenditure for the fiscal year ended March 31, 1910, is $1,083.79.

OROMOCTO (SUNBURY COUNTY).

A roadway of stone and brush fill was constructed to the wharf built last year, 1908-9.

The wharf was sheathed on the upper side for a length of 58 feet, with 3-inch sheathing, and 22 fenders were placed on the lower side of the wharf. Work was commenced on May 1 and was completed on September 8.

The expenditure for the fiscal year ended March 31, 1910, including $200 paid for a right of way from the public road to the wharf, is $1,203.49.

OROMOCTO SHOALS (SUNBURY COUNTY).

A channel, 18,400 feet long, 225 wide and to a depth of 11 feet at low water ordinary summer level was dredged between May 24 and August 5. The quantity of material removed was 56,380 cubic yards of sand and gravel.

The expenditure for the fiscal year ended March 31, 1910, is $28,536.75.

ROTHESAY (KINGS COUNTY).

Repairs, consisting of the replacing of fenders on the lower corner and reconstructing part of the upper face timbers and cap, were made to the wharf. This work was commenced on April 1 and completed April 9.

ST. JOHN TO FREDERICTON.

Some 267 snags, consisting of sunken logs and trees, were removed from this portion of the St. John river and hauled up on Vincent island above freshet mark. Work commenced on July 19 and was completed on October 6.

The expenditure for the fiscal year ended March 31, 1910, amounted to $917.58.

A roadway, 540 feet long and 20 feet wide was constructed, together with an approach, of stone and earth fill topped with gravel, 50 feet long; two small culverts were built for drainage. Work was commenced on October 1 and completed on October 28.

The expenditure for the fiscal year ended March 31, 1910, is $376.85.

SALMON RIVER (QUEENS COUNTY).

Sunken logs and trees were removed from the bed of the river between Chipman and the head of Grand lake. Work was commenced on June 22 and completed July 16.

The expenditure for the fiscal year ended March 31, 1910, is $50.

SCOTCHTOWN (QUEENS COUNTY).

A high and low level wharf was constructed, consisting of a pierhead, 40 feet 10 inches square, and a cribwork approach, 199 feet 7 inches long, built on a ramp, with a small block, 20 feet long and 25 feet wide, built level, and a further approach, of stone and earth fill, 50 feet long and 17 feet wide on top. There is a depth of 6 feet at low water, ordinary summer level, at the face.

Work was commenced on November 10, suspended on 26th, recommenced on January 5 and at the end of the fiscal year was practically completed.

The expenditure for the fiscal year ended March 31, 1910, is $2,782.11.

SHAMPERS (KINGS COUNTY).

The dredge *New Brunswick* made two cuts and dredged out a basin near the wharf, one cut is 1,225 feet long and the other about 2,778 feet; a depth of 9 feet for a width of 75 feet was obtained. Quantity of material removed was 76,980 cubic yards of mud, clay, stone and sand.

Work commenced on July 1 and completed on October 23.

THE RANGE (QUEENS COUNTY).

A high water wharf was constructed, consisting of a pier-head, 50 feet long and 40 feet wide, with an approach of cribwork, 40 feet long, together with a further approach, of stone and earth fill, 55 feet long. There is a depth of 14½ feet, at high water, at the face.

Work was commenced on September 16, suspended on November 18, and resumed on January 5.

The expenditure for the fiscal year ended March 31, 1910, is $1,380.08.

YOUNGS COVE (QUEENS COUNTY).

A high water wharf was constructed, consisting of a block, 124 feet long and 23 wide, with an approach of cribwork 86 feet long and a further approach of stone and earth fill, 44 feet long. There is a depth of 14½ feet, at high water, at the face. This wharf adjoins the low water wharf.

Work was commenced on October 27, suspended on December 5 and resumed on March 1; at the end of the fiscal year, the work was almost completed.

A right-of-way from the public road to the wharf was obtained for the sum of $50.

The expenditure for the fiscal year ended March 31, 1910, is $2,624.23.

ST. LOUIS RIVER.

The St. Louis river or Kouchibouguacis, Kent county, enters the Gulf of St. Lawrence 7 miles north of the entrance to Richibucto harbour. The inhabitants of the parish, numbering over 2,000, live almost entirely along the river within 17 miles of the mouth, and are occupied chiefly in farming.

The St. Louis Agricultural Society purchased, about seven years ago, at a cost of $1,600, an orange peel dredge with which a large quantity of mud, about 7,500 tons in 1904, is dug each year from the lower part of the river and used as a fertilizer. This is taken in scows to the various farms, but the old and long continued practice of dumping sawdust and other mill refuse into the river when lumbering was a flourishing industry, has practically filled the channel over about 2½ miles of what should be the navigable section and much of the mud must now be hauled by teams the extra distance.

During the past season, $1,000 was appropriated for the improvement of the channel. The agricultural society's dredge was hired for $13 per day, including cost of repairs, gasoline and oil, and the services of an engineer, and the work was done by day labour. 3,166 cubic yards of mud, slabs, sticks, &c., were removed over a length of 4,615 feet in digging a channel about 40 feet wide and 4 feet deep, and a number of trees, logs, &c., were hauled out with teams. These were used together with brush, stone and dredged material, in making breastworks and banks across blind channels, &c., to keep the current in the new cut.

Six hundred and eighty-five lineal feet of breastworks, 6 to 8 feet wide, were constructed of slabs and logs bolted together and covered with brush and stone, reaching generally to high water level, and 1,610 feet of rough banks were made of the sticks and other dredged material.

The work extended over a distance of 8,100 feet. There remains a distance of 5,060 feet to deep water over which about 4,060 lineal feet will require more or less dredging.

Work was in progress August 4 to 7, August 11 to September 22, October 11 to 16, and from October 26 to 30.

The expenditure for the fiscal year was $999.95.

The total expenditure to date has been $4,132.42, of which $3,132.47 was expended on the St. Louis public wharf.

SEAL COVE.

Seal Cove, on Grand Manan Island, Charlotte county, about 62 miles southwest of St. John, as the crow flies, is one of the most prosperous fishing villages in the maritime provinces, and has increased and improved very much during the last five years. There are about 150 fishermen possessing 50 boats from 9 to 18 tons each. The annual value of the catch is estimated at about $150,000. The cove is open to the strong southwest winds of the Bay of Fundy, and in the creek (dry at low water) at the upper end, where some shelter is found, there is not room enough for all the fishing boats.

To protect the mouth of the creek, a contract was signed on March 16, 1909, for the construction of a breakwater 448 feet long, measured on the outside, the width on top being 24 feet for 192 feet, and 37 feet for 256 feet.

This work was begun and completed during the fiscal year.

Work was begun on April 17, 1909, and completed on November 6, 1909.

Expenditure for fiscal year ended March 31, 1910, is $29,546.

SHIPPIGAN GULLY.

Shippigan gully, Gloucester county, a passage between Shippigan island and the mainland, is much used by fishing vessels, &c., in passing from Bay Chaleur to the Gulf of St. Lawrence.

When the works were started in 1875, the channel at the gully had a depth of only 3½ feet at low water, but the construction of breakwaters from each side and dams and breastworks on the low beaches to confine the water in one channel, increased the depth to 6½ feet in 1898 and 8 feet in 1904.

During 1908, a dam was built inside the entrance across what was called the 'Little Channel' to keep the water in a channel newly dredged across the flats.

During the fiscal year 1909-10, slight repairs were made in this dam by distributing the ballast along the top, sawing off projecting ends of piles, &c.; 75 loads of gravel were hauled and placed about the government building on the east beach where the wind had blown away the sand, and a block was built to form a solid groyne at an angle of the breastworks inside the harbour, 150 feet west of the lobster hatchery, where the harbour ice strikes with great force. The block will throw the channel further out from the works and prevent their being undermined and tend to deflect the current into the new dredged channel. It is also useful as a landing pier for the lobster hatchery.

The block is formed of four rows of main piles, 52 in all, 6 feet centre to centre, the rows being 5 feet centre to centre, with walings, cross ties and braces of 10 by 12-inch timber, close-piled with 184 spruce and 30 square hardwood piles, and filled with brush and ballast. The block is 74 by 17 feet 8 inches inside the close-piling.

Six iron straps, 4 by ½-inch by 5 feet, were placed around the outer corners and 2 on a corner of a block at the west breakwater.

About 400 cubic feet of brush and 5 cubic yards of stone were placed at a low point on the breastworks west of the lobster hatchery, and 10 pieces of loose hardwood sheathing on the east breakwater were rebolted. Parts of the works on both the east and west beaches were painted with carbolineum.

The work was in progress between June 14 and October 15, and on November 9 and 10.

The expenditure for the fiscal year was $3,499.98.

The total expenditure to date has been $114,232.89.

SOUTHWEST MIRAMICHI.

Between June 9 and August 12, dredging was in progress by the dredge *Peter England*, under contract with Mr. Peter Engand, at a shoal about three-quarters of a mile below Millerton and about 1¼ miles above the shoal which was dredged last year. The shoal was about 1,000 feet long with a least depth of 5·2 feet. 10,690 cubic yards of sand were removed, increasing the depth to 7 feet in a channel 60 feet wide.

Between August 12 and 24, the dredge worked at the lower shoal widening the cut towards the lower end and where it was not completed last year, 1,874 cubic yards of sand were removed here.

In addition, 116 pieces of logs, stumps, and trees from 12 to 35 feet long, which were a danger to navigation and would collect ridges of sand on the bottom, were removed from the cuts.

The expenditure for the season, including inspection, was $4,813.72.

STONEHAVEN.

The Stonehaven, Gloucester county, breakwater was begun by private parties and acquired by the department in 1878. It was extended in that year and in 1901-2, and an additional pier to shelter the harbour from the west, was built in 1905-7.

During the fiscal year, 1909-10, the rough stone talus along the outside of the original breakwater was relaid to form a smooth slope for a length of about 158 feet of which about half was partly lain in the previous year. The inside face of the approach, 469 feet long, was strengthened with 32 new 10 by 10-inch fenders and sheathed with 3-inch hardwood plank. One new ladder was placed.

A storm of October 29, damaged or carried away a large part of the stone slope of the old pierhead and approach, also made a gap 40 feet long in the slope outside the new western pier, and undermined the blacksmith shop and tool house inside the harbour. A cribwork 30 by 12 feet by 5 tiers high was built in November to support this building.

The work was in progress between June 29 and August 24, and from November 3 to 7.

The expenditure for the fiscal year was $1,031.33.

The total expenditure to date has been $50,805.

TABUSINTAC.

The coast of Northumberland county between Tabusintac river and the Miramichi is skirted by a series of low sandy islands inside which is a passage used in towing about 8 to 15,000,000 feet B.M. of logs annually to Chatham, &c.

Dredging was in progress with the dredge *Excavator* in 1908 under contract with Peter England to cut a channel with about two feet at low water through the flats at the Black Lands or Tabusintac gully, which is the shoalest point of the passage.

The cut, about 25 feet wide, made in 1908, was found last spring to have deepened by the current produced, and the dredging was therefore continued between September 28 and October 30, when 5,340 cubic yards of sand were removed in widening the cut, which is 800 feet long, to 60 feet, with 2 feet at low water, and starting another strip 100 feet long 40 feet wide and 2½ feet deep at low water.

The expenditure for the fiscal year amounted to $2,058.45.

TRACADIE HARBOUR.

During the fiscal year 1908-9, work was begun on the construction of stake and brush breastworks along the beach which separates Tracadie harbour, Gloucester county, from the Gulf of St. Lawrence, to retain the sand and thus raise the beach, a considerable part of which is at present below the level of storm tides. 4,982 pickets were driven for a length of about 9,900 feet in two rows, 4 feet apart each way 480,000 cubic feet of spruce and fir brush was procured.

During the fiscal year 1909-10, this brush was placed between the pickets and about 130,000 cubic feet additional brush was used and 1,000 pickets driven to extend the breastworks a further 1,950 feet.

A raft of logs was broken up and scattered along the beach during the autumn of 1909, and in the storm and very high tide, of the first of December, these battered and broke through the breastworks in many places, especially in that section built last where the sand had not had time to accumulate.

The work was in progress between June 26 and July 19, and from August 4 to 21.

The expenditure for the fiscal year was $1,000.57.

The total expenditure to date has been $2,952.21.

WELCHPOOL.

Welchpool, a fishing village of 600 inhabitants, is situated on Campobello island, forming part of the county of Charlotte, 50 miles southwest of St. John in a direct line, and 14 miles south of St. Andrews.

Spring tides rise 21½ feet; neaps 18½ feet.

A contract for the construction of a wharf of round cribwork 279 feet in total length was let on January 22, 1909. The work consists of a pier-head of trapezoidal form, 64 and 66 feet on the two longest sides, with a moveable slip, and an approach 24 feet wide of the same kind of cribwork.

This work was begun in the last fiscal year, and was completed during 1909-10.

Work was begun on January 19, and completed on October 30, 1909.

Expenditure for fiscal year ended March 31, 1910, is $19,940.

WHITEHEAD.

Whitehead, Charlotte county, 55 miles southwest of St. John, and 35 miles south of St. Andrews, is a small island 2½ miles off the east coast of Grand Manan and is populated by fishermen, there being 62 families on the island, owning 40 fishing boats.

On December 23, 1908, a contract was awarded for a round cribwork wharf, 200 feet in total length, consisting of an approach, 15 feet wide on top, with a pier-head 40 by 30 feet.

This work was begun and completed during 1909-10.

Work was begun on May 31, and completed on August 19, 1909.

Expenditure for fiscal year ended March 31, 1910, is $5,107.

PROVINCE OF QUEBEC.

AMHERST.

Amherst village is situated at the eastern end of Amherst island, one of the Magdalen islands in the Gulf of St. Lawrence, which forms part of the electoral district of Gaspé.

Amherst is a port of considerable importance. A steamer, plying between Pieton, Souris and Magdalen islands, calls twice every week at Amherst.

The landing pier, commenced at Point Shea in May, 1901, was completed in 1903. The length of the pier, built of birch and maple close-faced cribwork, is 488 feet, with an approach of 550 feet leading to the pier. During the last fiscal year, a freight shed 80 by 22 feet was built on top of crib foundations built in the fiscal year 1908-9; a slip 10 feet wide was built on inside face of wharf; the flooring for a length of 50 feet was renewed, and the mooring posts, caps, walings and fenders were given two coats of red paint.

Expenditure for fiscal year ended March 31, 1910, is $1,185.48.

ANSE ST. JEAN.

Anse St. Jean is situated on the south shore of the Saguenay river, Saguenay county, 25 miles above its mouth.

The public landing pier was commenced by the local government in 1876, and continued by federal government in the years 1879-80-1.

In 1880-1, the upper part of the pier was completed at an expenditure of $1,091.72.

During the years 1884-5, the pier was repaired, expenditure $94.45.

During the year 1886-7, the sum of $865.28 was expended on the construction of a moveable slip; building an open shed, 40 by 28 feet, and renewing part of the flooring.

In 1890-1, the portion of the wharf which settled in the spring of 1889, was raised from 2½ to 3 feet, over a length of 135 feet, and the flooring was renewed, a quantity of stone was placed in the eastern portion of the wharf and the shed was repaired. Expenditure, $999.42.

During the years 1896 and 1897, repairs were made, the flooring completed and the eastern face of the cribwork completed at an expenditure of $1,963.75.

During the year 1899, a landing slip was built on the eastern side of the pier at a cost of $1,000.27.

In 1899-1900, 50 feet of the outer end was sheathed and 200 feet of the flooring was renewed with 3-inch spruce and the shed was painted. Expenditure, $501.

During the year 1902-3, the work done consisted of general repairs to the shed. Amount of expenditure, $657.91.

During the year 1903-4, 24 feet in length by 50 feet in width and 34 feet high was sunk in 13 feet depth at low water spring tides. Expenditure, $3,048.04.

During the year 1904-5, the work done was the completion of the block built the year before, 22 by 50 feet and 35 feet in height, 13 feet of stringers, planking and sheathing was done, and some repairs were made to the wharf. Expenditure, $1,192.87.

During the year 1905-6, the levelling of the outside pier, which had sunk, was done, a shed with a waiting room was built. Expenditure, $1,001.38.

During the year 1906-7, the shed commenced in 1905-6, was completed, and the flooring and sheathing repaired. Expenditure, $1,002.53.

During the year 1908-9, general repairs were done to the wharf. Expenditure, $400.33.

The work done during the fiscal year 1909-10, were repairs to head block on the east side of the wharf and piles were driven. Work started on September 24, and completed on the 27th of the same month. Expenditure, $76.94.

ANSE A BEAUFILS.

Anse a Beaufils, in the municipality of Cape Cove, county of Gaspé, is situated on the Gulf of St. Lawrence, 6 miles south of Percé.

In the years 1898 to 1901, protection works on each side of the channel leading to the inner basin were built, consisting of two training piers, each about 440 feet long.

During the last fiscal year, the old work was repaired throughout; raised 2 feet for a length of 200 feet on the west side, and sheathed for a length of 75 feet on the east side.

A crib of 100 feet by 25 feet wide was built, secured into position so as to protect the entrance from southeasterly gales, and built up to 11 feet above low water level.

Expenditure for fiscal year ended March 31, 1910, is $3,595.76.

ANSE A L'ISLOT.

Anse a l'Islot is a small harbour 7 miles east of Newport, protected from the north and easterly winds by the main coast and from the southwest gales by a small island, being thus open only to southerly gales.

It was decided in 1906 to build a landing pier running from the main shore towards the outside end of the island in a southwesterly direction answering both as a landing pier, and as a breakwater against southerly gales.

During the last fiscal year, a crib of 100 feet was built up to coping and completed giving a total length of 360 feet; the foundations for a shed of 40 by 30 was erected along the inside approach to wharf, and a shed of 30 by 40 built on top and completed this spring. The earth bank on which is located the road leading to the wharf, having been damaged during the fall storms, had to be protected by a strong breastwork of timber with stone ballast for a length of 350 feet.

Expenditure during fiscal year ended March 31, 1910, is $2,566.73.

ANSE-AUX-GASCONS.

Anse-aux-Gascons, county of Bonaventure, is situated on the north shore of the Baie-des-Chaleurs, in the township of Port Daniel, 7 miles east of Port Daniel and 42 miles west of Percé.

L'Anse-aux-Gascons is considered one of the best fishing stations on the Baie-des-Chaleurs.

During the sesison of parliament, 1907-8, the sum of $2,600 was voted toward the construction of a crib so built as to fill up the angle formed by the new extension with the old portion of the wharf. During the great eastern gales, this angle was the cause of water flying over the wharf and breaking or sinking the boats lying on the other side for shelter. At the end of the fiscal year, a crib 159 feet long and 28 feet at its median line, was sunk and built up to two feet above high water, at a cost of $2,597.20.

At the sesison 1908-9, an additional sum of $2,000, was voted toward that work. During the last fiscal year, the crib, begun the year previous, has been completed; it is a round timber construction of the usual type, well ballasted with stone and protected by hardwood sheathing, 5 inches thick. The crib stands in 11 feet of water, E.L.W.S.T.

The western side of the extension has also been sheathed upon a distance of 100 feet. A guard rail has been placed along the west side of the approach.

The work has been carried out by day's labour at a cost of $1,994.91; it was begun on July 1 and completed on November 17.

BAIE ST. PAUL.

Baie St. Paul is a village in the county of Charlevoix with a population of 1,500. It is situated on the north shore of the River St. Lawrence, 60 miles below Quebec. The village is located on either side of the Rivière au Gouffre, which is a tributary of the St. Lawrence, and empties into a large bay 3 miles wide; this bay is dry at low water.

During the past fiscal year, the flooring of the wharf was renewed on a length of 500 feet; the longitudinals and cross ties had to be renewed on a height of 4 feet, and most of the floor stringers were renewed; 1,200 feet of new coping was placed; new doors were hung in the waiting room; the roof of the building was reshingled, and the freight shed and waiting room were given three coats of paint.

Work was commenced on September 9, and completed on November 12, 1909.

The expenditure for the fiscal year ended March 31, 1910, is $2,938.74.

BARACHOIS DE MALBAIE.

Barachois de Malbaie is a large parish and municipality situated at the head of Malbaie bay, some 12 miles east of the county town, Percé.

Barachois, on account of the large area of rich farming lands situated along four rivers that form the Barachois, on account of the important lumber firms that have built their mills along the Barachois, and on account of its first class fishing harbour, now that the government has started a training pier to improve the entrance, may be considered the most promising centre in Gaspé peninsula.

Until the government started the training pier, now under construction, the fishing boats could not safely enter or go out of the harbour at falling tide or at low tide on account of shifting sand bars. They had to remain outside and wait for the rising tide to come in.

The work was commenced in 1904. During the last fiscal year, a crib 80 by 27 feet was built; three different trials were made to get it in position, but the sand that had gathered, whilst construction was going on, prevented the placing of the crib in

position. It was moored in a safe place for winter and will be placed in position in the spring. A mattress of fascine had to be sunk to protect the southeast bank of the Barachois harbour. The approach to wharf was sheathed for a length of 60 feet, 450 yards of stone ballast were placed on the wharf to secure new crib and 250 yards in old work. In November and December, heavy storms opened a gap through the sheet-piling and carried away part of the cribwork and the stone ballast. This break had to be repaired this spring. Fifty feet were closed with pilework and 100 feet of the roadway had to be protected by close face sheathing.

Expenditure during fiscal year ended March 31, 1910, is $2,169.57.

BATISCAN RIVER.

The Batiscan river takes its rise in the Laurentide mountains in the county of Quebec, crosses the county of Portneuf and the southeast corner of the county of Champlain, and empties into the northern side of the St. Lawrence at the parish of Batiscan, 21 miles below Three Rivers and 57 miles above Quebec.

Its course is generally through a very mountainous country, and is impeded by a great number of rapids and falls.

The elevation of its lakes at the head is 1,050 feet above the sea.

The area of the valley drained by the said river, measures 1,492 square miles, of which 7 per cent is covered with water.

The river itself is 81 miles in length and receives the waters of 102 lakes.

The river is navigable at its outlet for a distance of about 5 miles to the highway bridge at Ste. Geneviève de Batiscan village.

Boats plying between Ste. Geneviève de Batiscan and Montreal draw from 3 to 5 feet of water.

The impediments to navigation on this section of the river were at Massicotte and St. Arnauld shoals, at sections 15, and 18,000 feet above the outlet, where boats had difficulty in passing at low tide during low water season.

The dredge *Capital* and plant, owned by Messrs. Dufresne and Marchildon, worked in the steamboat channel from June 2 to August 3, 1909, to increase the depth in the channel to 4 feet at low water of 1897.

The dredging was commenced opposite the property of Mr. Nap. Massicotte, 20,920 feet above the outlet, removing all shoals down to 6,770 feet above the outlet, on a width of 35 feet, to a distance of 5,108 feet.

The quantity of material removed amounted to 33,321 cubic yards of clay and sand, and the expenditure under that head was $6,037.62.

BEAUPORT.

Beauport is a village situated on the north shore of the River St. Lawrence, in the county of Quebec, some 3 miles below the city of Quebec.

During the past fiscal year, urgent repairs were made to the flooring. Work was done between October 25 and 29, 1909.

The expenditure for the fiscal year ended March 31, 1910, is $54.58.

BIC.

Bic, on the south shore of the St. Lawrence, in the county of Rimouski, about 170 miles below Quebec, is a favourite summer resort.

Its harbour affords the best natural shelter for vessels of moderate draught.

Spring tides rise 17 feet; neaps, 9 feet.

The Department of Public Works owns two wharfs at Bic: An old one which is located in the rear of the cove of old Bic harbour, and another at the extremity of the eastern side of the same cove, or at Point à Cote (see report for 1908-9); this wharf is not yet completed.

During the last fiscal year, the sum of $199.85 was expended in making repairs to the old wharf: the stringers, spruce, 35 feet long, 12 by 12 inches; the platforms spanning the spaces between piers were renewed, and the flooring was repaired throughout the wharf.

This work was performed in the month of July, between the 13th and the 25th.

BLACK CAPES.

Black Capes are situated on the north shore of the Baie-des-Chaleurs, in the township of New Richmond, county of Bonaventure.

During the year 1907, in order to provide accommodation to fishermen and give shelter to boats, the sum of $500.38 was expended in the construction of a protection crib, 50 feet long by 10 feet wide and 9 feet high.

In 1908, an addition to the breakwater, 50 feet in length 17 feet wide and 12 feet high was constructed at a cost of $349.95.

During the last fiscal year, an additional sum of $250.03, has been expended to build an approach on the west side of the breakwater; it is a round timber construction, 21 feet long by 10 feet wide, well ballasted with stone; the approach on the east side has also been repaired and covered with 3-inch deals.

The work was done during the month of August and was carried on by day labour.

BONAVENTURE RIVER.

Bonaventure river, in the parish of St. Bonaventure, county of Bonaventure, is one of the largest rivers in the Baie-des-Chaleurs, and the harbour, at its mouth, is the most important lumber shipping harbour of the peninsula.

During the session of 1906-7, in order to improve the mouth of the river, it was decided to build a training pier on the west side of the channel.

On January 29, 1908, a contract was entered into for the construction of a training pier, 1,200 feet long and 22 feet wide. The construction was begun on May 1, 1908, and completed June 1, 1909. Contract price, $24,500.

It is a round timber construction of the usual type, well ballasted with stone, protected with hardwood fenders; the east side upon its full length and height is sheathed with 6-inch plank.

On June 18, 1909, authority was received to have the west side of the training pier sheathed upon its full length and height, mooring posts, top of sheathing and cap-pieces painted, also to build an approach, 47 feet long, 45 feet wide and 5 feet high. These extra works were performed at the following prices:—

Sheathing	$1,229 32
Painting (3 coats)	313 25
Approach	250 00
Total	$1,792 57

BONAVENTURE RIVER (SOUNDINGS).

During the last fiscal year, in contemplation of dredging at the mouth of Bonaventure river, soundings have been taken.

A bench mark, as below described, has been established:Top of bolt, on the cap piece, at the east side of the training pier, about 25 feet from approach, and stands 15·78 feet above E.L.W.S.T.

CAP A L'AIGLE.

Cap à l'Aigle is situated some 6 miles below Murray bay, in the county of Charlevoix.

During the past fiscal year, minor repairs were made to the movable slip.

The expenditure for the fiscal year ended March 31, 1910, is $2.

CAPLAN.

The municipality of St. Charles de Caplan, county of Bonaventure, is one of the largest municipalities of the Baie-des-Chaleurs; its population, about 2,000, is composed mostly of fishermen and farmers.

It is a station on the Atlantic and Lake Superior railway some 67 miles from Matapedia.

During the last fiscal year, the sum of $448.39, was expended in improvements to two descents to the beach, previously built.

The above expenditure is divided as follows:—

McLellan's Beach.

An extension 40 feet long, 15 feet wide and 9 feet high has been built to the small breakwater constructed at that place last year. It is a round timber construction of the usual type. The work was resumed on July 3 and completed on the 12th of the same month.

Expenditure, $298.66.

Poirier's Descent to Beach.

In order to protect the descent against the action of the sea, a small breakwater 30 feet long, 15 feet wide and 8 feet high was built at that place. The work which is of the usual type was commenced on the 9th and completed on the July 16, at a cost of $149.73.

CAPLAN RIVER.

Caplan River is an important settlement in the municipality of St. Charles de Caplan, county of Bonaventure.

During the fiscal year 1908-9, the protection work on the west side of the river had been undone and rebuilt upon a distance of 50 feet. At the close of the season, an additional crib 50 feet long, 15 feet wide was ready to be sunk; the work was carried on by day labour at a cost of $870.13.

During the last fiscal year, 1909-10, the crib, begun last year, was completed; it is a round timber construction of the usual type well ballasted with stone. The work was done by day labour, was begun on the 5th and completed on July 17, at a cost of $199.26.

CAP ST. IGNACE.

The village of Cap St. Ignace, in the county of Montmagny, lies on the south shore of the St. Lawrence, 40 miles below Quebec.

Population in the parish nearly 3,000.

Although Cap St-Ignace is first of all an agricultural locality, the lumber traffic is still prosecuted on a large scale by water and rail by the Price Bros. company and two other firms who operate large sawmills.

The general trade in farm produce, &c., is also very active.

The Department of Public Works having decided to build a wharf to meet the request signed by over 400 citizens of Cap St. Ignace, on December 15, 1908, a contract was entered into for the construction of a work the description of which is as

follows: A structure of open-faced cribwork 750 feet in length, 22 feet wide for a length of 702 feet and 30 feet wide for the remaining 48 feet or head block, together with an approach cut into the bank of the river, 22 feet and 30 feet wide at bottom and top respectively, with an incline of 1 vertical to 10 feet horizontal.

The construction began on June 1, 1909, and the final estimate was forwarded for payment on October 18.

An agreement was also entered into for the construction and the fencing of the road leading from the highway to the wharf for the sum of $158. The work was completed by the end of October.

The total expenditure is $15,418.50.

CAP CHAT.

An amount of $2,031.50 was spent towards buying timber for the proposed extension of a training pier at river outlet.

CARLETON.

Carleton, Bonaventure county, is one of the most important places on the north shore of the Baie-des-Chaleurs and also a renowned summer resort.

During the fiscal year 1908-9, the south side of the wharf upon a distance of 100 feet, starting from low water mark, had been pile-sheathed, piles being driven from 10 to 15 feet into the bottom; stringers were renewed; the flooring repaired, and raised up to level.

During the fiscal year ending March 31, 1910, the north side of the wharf, upon a distance of 42 feet, was pile-sheathed, piles being driven into the bottom until refusal. The slip on the north side was also repaired.

The work commenced on August 17, and completed September 13, has been carried on by day labour at a cost of $566.12.

CARLETON (PROTECTION TO BEACH).

During the fiscal year 1908-9, the sum of $684.77 was expended toward the reconstruction of the old beach protection situated a few acres west of the wharf at Carleton, Bonaventure county.

At the beginning of the fiscal year ending March 31, 1910, an additional sum of $613.38 was expended in constructing an extension of 325 feet. It is a round timber construction of 5 feet at its base, 4 feet at the top and 4 feet high, and well ballasted with stone.

This work which was commenced on June 28, and was suspended on August 9, was carried on by day labour.

CHICOUTIMI.

The town of Chicoutimi, in the county of the same name, is situated on the south shore of Saguenay river at the head of navigation, 71 miles above Tadoussac, and is the terminus of the Quebec and Lake St. John railway. The Richelieu and Ontario Navigation Company has a daily service between Quebec and Chicoutimi, during the season of navigation, carrying passengers, freight and mail.

Spring tides rise 17 feet and neaps 10.

Pulp and sawn lumber shipped by water out of Chicoutimi to England and France, amounting to $398,560.

Coal imported direct, 2,573 tons.

Bricks imported direct, 60,000.

Salt imported direct, 625 tons.

Salt, imported direct, 530 tons.

Coastwise.—

Reported inwards, 106 vessels.

Reported outwards, 120 vessels.

For details of construction and repairs see previous reports. P.W.R., 1906-7, page 88; P.W.R., 1907-8, page 110.

Wharf Extension.

On January 27, 1908, a contract was signed for the construction of an extension of 500 feet long; on July 11 of the same year, a change was made, instead of 500 feet long, it was decided to build only 400 feet long parallel with the front of the old wharf with a return of 350 towards shore, the original price was for 500 feet, $52,500, and the sum of $2,955 was awarded on account of the change.

During the year 1908-9, four piers of 100 feet each were sunk in 15 feet of water, making a total length of 400 feet parallel with the front of the old wharf, and 130 feet of cribwork was built at right angles with the front of the wharf; all these piers were partly filled with stone; the two first had a total height of 38 feet, and the remainder about 22 feet.

The work done during the fiscal year 1909-10, was the continuation of the construction of the extension which now stands as follows:—

400 feet completed, 100 feet ready to receive stringers, and 100 feet of pier sunk to an average height of 21 feet. The filling done is about 30,000 cubic yards.

Amount expended during the year, $10,040.40.

COTEAU LANDING.

Coteau Landing, the chief town of the county of Soulanges, situated on the St. Lawrence river and on the Grand Trunk railway, 1½ miles from Coteau station, 36 miles from Montreal. It contains one Episcopal church, grist mill, five stores, four hotels, one grain elevator, telegraph and express offices, and is the chief grain shipping port of the country. During summer, it has communication with Montreal by steamer. The Soulanges canal, connecting Lakes St. Francis and St. Louis, starting near the Grand Trunk railway bridge at Coteau, and terminating near the junction of the Ottawa and St. Lawrence, passes in front of the town. This canal takes the place of the Beauharnois canal and adds considerable importance to the town. Population 578.

The Coteau Landing pier, started in 1871 and added to and repaired several times since, is composed of:—

1. A close faced crib headblock 290 feet long for the first 25 feet from outside face, then 24 feet long for another 92½ feet, icebreaker inclined 1½ in 1, standing 18 feet high in 11½ feet of water of lowest level.

2. A crib and span approach 784 feet 6 inches long, and from 12 to 24 feet wide formed of 25 concrete piers supporting steel I-beam spans and pine flooring.

3. A freight shed 40 feet by 24 feet on headblock.

During July and September, 1909, some 7,000 feet B.M. of flooring was renewed, and the iron pipe guard railing repaired. Expenditure, $389.28.

The work was done by day labour from July 10 to 27, and from September 9 to 27.

DOUGLASTOWN.

Douglastown, situated in Gaspé Bay, is a village of fishermen and farmers, situated on the rising ground at the south side of the entrance to the St. John river. Its population is between 1,600 and 1,800.

During the fiscal year, a shed of 60 by 16 feet was built on top of the wharf and the repairs, commenced during the last fiscal year, were completed.

This spring, the damages done by last fall's storms had to be repaired and the top of the wharf raised from 1 to 2 feet.

Expenditure during the fiscal year ended March 31, 1910, is $1,877.01.

EAST TEMPLETON.

East Templeton village, in the county of Wright, is a landing on the Ottawa river, 6 miles below the city of Ottawa.

During the extraordinary flood of last spring, the dock at this point was completely submerged and the upper dock suffered slight damage.

Repairs were effected at end of November by day labour, at a cost of $12.

In order to clear the dock of debris, deposited during flood, $6.50 was spent.

ESCOUMAINS.

Les Escoumains, in the county of Saguenay, is situated on the north shore of the River St. Lawrence, 21 miles below Tadoussac. A very important sawmill, the property of the Saguenay Lumber company, is located at this place.

During the year 1907-8, repairs were done by day labour, to the wharf built in the years 1904-5-6.

For details of construction see report of Public Works, 1906-7, page 99.

On November 23, 1906, a contract for an extension of 200 feet was awarded for the amount of $12,445.

The work done by the contractor, during the year 1907-8, consisted in sinking two piers of 100 feet each; the extension was nearly to its full height and well loaded with stone.

Total expenditure for the year ending March 31, 1908, was $11,729.43.

The extension of the wharf was completed on September 3, 1908.

The work done during the fiscal year, 1909-10, consisted in connecting the extension to the old wharf, the shore end of the extension having been damaged by ice in the fall of 1908, and was inclining to the west side; 30 feet of the old wharf and 72 feet of the extension were demolished to low tide, and both ends were connected together. piles were driven for a length of 100 feet to strengthen the foundations, the steam derrick scow of Chicoutimi was used to drive piles.

Work started on June 27, completed October 12.

Expenditure, $4,040.63.

FABRE.

Fabre village, Pontiac county, on the east shore of Lake Timiskaming, 11 miles south of Ville Marie, has a public wharf which was built in 1906-7.

In April, 1909, from 12th to 27th, the front sheathing and fenders were restored at a cost of $112.45, from material purchased the year before.

Some 600 pieces of saw-logs were also removed, on June 11, from top of wharf after high water had subsided and superstructure of one small ice-breaker was towed back June 24, the whole costing $38.38.

Further salvage work, preparatory to winter repairing (October 19-20) cost $28.74.

Maintenance of light to indicate position of landing place during period of submergence (May 23 to June 13, 1909) cost $6.55.

From March 1 to 5, 1910, the wharf and outer ice-breaker, damaged by ice-shove, and by traffic during season 1909, were repaired at a cost of $193.50.

All this work was performed by day labour.

Expenditure for fiscal year ended March 31, 1910, is $379.63.

FATHER POINT.

Father Point, in the county of Rimouski, is on the south shore of the St. Lawrence, 6 miles below the town of Rimouski. Most of the ocean liners call there to land or take on their pilots.

The point is one of the few places on the south shore of the St. Lawrence where deep water can be found at a relatively short distance from shore.

A self registering tidal gauge was established here some years ago by the Department of Marine and Fisheries. There are also a powerful compressed air fog-horn, an acetylene gas lighthouse, and a Marconi wireless telegraph station.

During the years 1902-3, a deep water wharf was constructed at Father Point. See report for 1906-7.

During the months of August and September, two movable stairs, one on each side of the wharf, were built.

It was a necessity that such stairs be placed for the accommodation of the numerous passengers landing at the wharf or embarking on steamers. They are working well and are so constructed as to be placed at any level of the tides, or raised up and drawn over the wharf when the waves are heavy.

One man can manage them with the aid of a winch and tackles.

Some repairs were also made to the hardwood sheathing and a diver was employed for a few days to make a survey of the bottom of the wharf.

With a view to the raising and levelling of the top superstructure of the wharf, to be done next summer, 11,360 pounds of iron bolts were bought.

The expenditure for the year amounted to $993.79.

GATINEAU POINT.

Gatineau Point, county of Wright, is at the intersection of the Gatineau and Ottawa rivers, two miles down stream from Ottawa. In 1885-6, a cribwork wharf was built for local traffic. The structure underwent repairs and was reconstructed in 1904-5.

In April last, under agreement with Francis St. Jean, seven pieces of hardwood sheathing and some iron straps were placed on the fenders at a cost of $50. On May 15, 1909, the pipe railing was repaired at a cost of $2.05. The trees which menaced the safety of the structure were cut and removed.

GATINEAU RIVER.

The Gatineau river, in the county of Wright, flows into the Ottawa river at Gatineau Point, two miles down stream from Ottawa city.

The east bank of this stream has been eroded considerably by the action of the current at a point immediately south of the Canadian Pacific railway north shore bridge, which spans the Gatineau river about a mile above Gatineau Point village.

Not only has the bank been washed away, but the stream has also encroached on the highway, so that in order to provide for traffic along this road, a strip of land bordering it was purchased from Dr. Graham, in 1904.

In August, 1909, under agreement with Joseph Legacé, the fence was moved back to the new boundary for a length of 888 feet, at a cost of $19.50. A bridge used by the public during high water periods was also repaired and improved by Mr. Lagacé, at a cost of $30.

GEORGEVILLE.

Georgeville, a post village in Stanstead county, Quebec, 9 miles from Smith's Mills, 10 miles from Memphremagog lake, which is reached by B. and M. railway steamers, and 10 miles from Magog station on the Canadian Pacific railway. It is

noted for its beautiful scenery, and contains two churches (Episcopal and Methodist), five stores, one hotel, telegraph and telephone offices. Population, 300.

The Georgeville wharf, built before 1888, consists of:—

1. A crib headblock of irregular shape, 75 feet long outside face, and from 20 feet wide at northern end to 42 feet adjoining approach.

2. A stone approach 156 feet long and from 20 to 23 wide, with sides vertical.

3. Freight shed, 24 by 14 feet, near northern intersection of approach and headblock.

During June, 1909, a sum of $40.45 was expended in removing the moulds of concrete work done the preceding autumn, and in minor repairs.

Work done by day labour.

GRANDE RIVIERE.

Grande Rivière, county of Gaspé, is the name of an important fishing centre, some 21 miles southwest of Percé.

The sheathing on the outside face has been completed and the flooring raised from 1 to 2 feet on a length of 200 feet.

This spring, materials were bought to repair the wharf in a permanent way.

Expenditure during the fiscal year ended March 31, 1910, is $5,193.72.

GRANDE VALLEE.

In November last, some temporary repairs had just been started to protect top of wharf when a heavy easterly gale washed away the whole of the top structure for a length of over 200 feet.

A sum of $257.77 was spent in making temporary repairs.

GRINDSTONE.

Grindstone is a village on the south side of Grindstone island, 4 miles east of Etang du Nord.

The population is composed mostly of Scotch farmers and Acadian fishermen. For years past, most of the freight for the Magdalen islands has been landed here, and the building of a landing pier was greatly needed.

The landing pier, commenced in 1901, was completed in 1906. The length of the pier built of birch and maple close-faced cribwork is 720 feet long with an approach of 700 feet along cape.

During the last fiscal year, a shed of 80 by 22 feet was built on top of a cribwork, built along side of pier. A slip 10 feet wide was built on inside face and the whole of the pier gone over was repaired and painted, and the roadway repaired.

Expenditure for fiscal year ended March 31, 1910, is $1,284.15.

GRONDINES.

Grondines is a village situated on the north shore of the River St. Lawrence, in the county of Portneuf, 45 miles above Quebec; the population is 1,500.

During the past fiscal year, two of the broken fenders were renewed.

The expenditure for the fiscal year ended March 31, 1910, is $31.85.

GROSSE ISLE.

Grosse Isle is situated on the River St. Lawrence some 30 miles below Quebec.

The island is used by the government as a quarantine station for steamers coming up the River St. Lawrence.

During the past fiscal year, most of the sheathing of the old portion of the wharf was renewed, and the waiting-room and freight shed, built last year, was given three coats of paint. Work was commenced on July 21 and completed on August 23, 1909.

Western Wharf.

During the past fiscal year, the floor stringers were renewed, also some crossties and longitudinals; the flooring of the wharf was completely renewed, two slips were repaired; the sheathing was renewed on a length of 375 feet, and the approach was levelled and the holes filled in with ballast stone and gravel. Work was commenced on July 21 and completed on August 23, 1909.

The expenditure, on both wharfs, during the past fiscal year ended March 31, 1910, is $2,421.86.

GROSSES ROCHES.

Grosses Roches is situated on the south shore of the St. Lawrence, in the county of Rimouski, about 15 miles below Matane.

The community is engaged in farming, fishing and lumbering.

During the fiscal year ended March 31, 1910, the sum of $199.95 was expended in the removal of stones and boulders from the harbour of Grosses Roches.

The work was done in the first fortnight of the month of August.

A good many of the boulders obstructing the entrance to the harbour were removed and the stranding beds for vessels loading there were improved.

HIGH FALLS.

High Falls, Labelle county, is a landing at the head of navigation, on the lower reach of the Lièvre river, and is 24 miles above Buckingham.

The floating landing, built here in 1908, was maintained at a cost of $67.38 for protection and repeated towing out to deep water.

HUDSON.

Hudson, a post village in Vaudreuil county, on the River Ottawa, and on the Canadian Pacific railway (short line), 9 miles from Vaudreuil and 35 miles from Montreal. It is a landing of the Ottawa steamers, and contains one Methodist church, one Roman Catholic church, telegraph, express and telephone offices, one woollen factory, one hotel and two stores. A favourite summer resort for Montrealers. Population, 500.

The public wharf at Hudson, built in 1901-2, consists of:—

1. A close-faced crib headblock 100 feet long and 20 feet wide.

2. A stone approach 110 feet long, 42 feet wide for the first 42 feet from headblock, and 20 feet wide for the remaining 68 feet with slides riprapped and sloped 1 in 1.

3. A storehouse 16 by 20 feet with waiting room at western intersection of headblock and approach.

During August, 1909, part of the flooring of headblock was renewed, and minor repairs made at a cost of $83.03.

Work was done by day labour.

HULL.

Hull, county of Wright, is an important industrial centre, on the Ottawa river, opposite the city of Ottawa.

During the spring freshet (May 25 to June 12, 1909) the Hull wharf freight shed started to lift on one side. To save it, it was found expedient to immediately

place 28 loads of stone on the top floor. The stone has since been returned. Cost of labour, $19.75.

A gauge board 20 feet long was made at a cost of $9.90.

Expenditure for fiscal year ended March 31, 1910, including maintenance is $212.15.

ILE AUX COUDRES.

This island has an area of 30 miles and is situated in the river St. Lawrence, some 62 miles below Quebec, opposite Baie St. Paul and Les Eboulements. The distance from the island to the north shore of the river St. Lawrence is 2½ miles; the population is 1,500.

During the past fiscal year, the renewal of the slip on the western side was completed; the spruce sheathing was renewed on a length of 200 feet; the fenders were repaired, and 100 feet, in length, of the flooring was replaced. Some boulders, which were a source of danger to navigation, were removed by blasting. Work was commenced on November 16 and completed on December 13, 1909.

The expenditure for the fiscal year ended March 31, 1910, is $518.73.

ILE PERROT NORTH.

Ile Perrot North, a post village in Vaudreuil county, 2 miles from Ste. Anne de Bellevue, on the Canadian Pacific railway and Grand Trunk railway, 21 miles west of Montreal.

The public wharf at Ile Perrot North, built 1897-8, is composed of:—

1. A crib headblock 80 by 20 feet, standing 20 feet high in 13 feet of water of low level with 6-inch concrete flooring.

2. A stone and earth approach and right of way from 400 to 470 feet long leading to public road, and from 100 feet near wharf, to 30 feet wide for 355 feet.

3. A storehouse 16 by 20 feet near southeastern corner of headblock.

During November, 1909, some repairs were begun: dry stone wall some 200 feet long, 2 feet high mean and 2 feet wide, built in order to better support the heavy slope of western side of right of way; the fences were renewed with cedar posts and wire, the space south of shed on a length of 40 feet and a width of 16 feet filled in with stone and strongly fenced, to be used as a cattle yard. The storehouse was painted.

Expenditure, $342.72.

Work was done by day labour.

ILE VERTE.

The village of Ile Verte, in the county of Temiscouata, is situated on the south shore of the St. Lawrence, 16 miles below River du Loup and 130 miles east of Quebec.

Spring tides rise 19 feet; neaps, 12 feet.

During the last fiscal year, the renewal of the superstructure of the wharf was continued, but could not be completed owing to a want of funds.

The superstructure on a mean height of 4 feet was renewed on a length of 75 feet.

The stringers and flooring were replaced on the whole width of the wharf for a length of 330 feet.

The flooring was repaired on that part of the wharf where the superstructure has not yet been renewed.

The work was done between July 6 and August 1.

Expenditure, $999.94.

LAKE MEGANTIC.

Lake Megantic, a town in Megantic county, on the Chaudière river, and a station (Megantic) on the Canadian Pacific railway, 69 miles east of Richmond. It is

also the south terminus of the Quebec Central railway. It has two churches (Roman Catholic and Presbyterian), 18 stores, four hotels, two lumber mills, two furniture, door and sash factories, two branch banks, besides express and telegraph offices. Population, about 2,000.

The Lake Megantic public wharf, built between 1882 and 1887, consists of:—

1. A crib headblock 80 feet 8 inches long and from 26½ to 31 feet wide, standing 14 feet 3 inches high in 7 feet of water at lowest level.

2. A crib and stone approach 365 feet 2 inches long and 30 feet wide, including 3-foot sidewalk along northern side and cedar guard railing on both sides.

3. A shed 28½ feet long and 12 feet 4 inches wide on headblock under open roof covering 27 by 40 feet.

During August, 1909, the sum of $29 was expended in painting shed and in minor repairs.

Work was done by day labour.

LAKE ST. JOHN.

Dredging at Roberval, Lake St. John, is done by dredge *Lac St. Jean*, assisted by tug *Marie-Louise*.

For details of dredging plant, see Report Public Works, 1906-7, page 200.

The dredge has been working at Roberval harbour in and out; at Rivière à La Pipe, around the wharf, and at St. Gédéon les Iles for the site of a wharf.

The work done during the fiscal year 1909-10, was the continuation of the dredging in the entrance, and in the Roberval harbour, also at Rivière à La Pipe.

Number of cubic yards dredged, 9,390.

Amount expended, $5,093.29.

Dredging started on July 12, at Roberval; on July 26 the dredge went to St. Félicien with the tug *Marie-Louise* to help the steamer *Pikouagami*, which was ashore, and back to Roberval on July 30; on September 2 the dredge went to Rivière à La pipe, and was back at Roberval on September 30, where the dredge was placed in winter quarters.

LANORAIE.

Lanoraie, a post village in Berthier county, on the River St. Lawrence, 5 miles from Lanoraie station on the Canadian Pacific railway, 46 miles from Montreal. It is a port of call of the Berthier and Three Rivers line of the Richelieu and Ontario Navigation Company. It contains a Roman Catholic church, several stores and one cheese factory, a temperance hotel, flour and grist mills. Population, 600.

The government wharf at Lanoraie consists of:—

1. A crib headblock 65½ by 29½ feet at bottom and 54 by 27 feet at top, on account of icebreaker, standing 22 feet high in 12½ feet of water at low level.

2. A crib approach 245½ feet long by 23·8 feet wide at top, with icebreaker inclined 1½ in 1.

During June and October, 1909, an outlay of $25.08 was incurred in making a fence for cattle inclosure, 20 by 8 by 4½ feet, on headblock.

Work was done by day labour.

LAPRAIRIE.

Laprairie, a town in Laprairie county, on the north shore of the St. Lawrence, and a station on the Grand Trunk railway. It contains two churches (Presbyterian and Roman Catholic), eight stores, six hotels, saw and carding mills, one brick yard, one tomato cannery, one agricultural implement factory, two butter factories, post office, savings bank, branch of Banque d'Hochelaga, telegraph, telephone and express offices. It is a beautiful spot near the Lachine rapids, much frequented in summer.

Communication with Montreal twice a day by railway, and four times a day by steamer. Population, 1,451.

From November 4 to December 5, 1909, some repairs were made to the earth dyke built many years ago and protecting the village on its western side from upstreams end of concrete protection wall, up to the Grand Trunk railway tracks, a distance of 3,338·8 feet. A gap 15 by 23 by 5 feet was filled in and said dyke raised 2½ feet for a length of 700 feet.

Work was done by day labour.

LA SALETTE.

La Salette, a village in Labelle county, is on the east bank of the Lièvre river, 18 miles above Buckingham.

The floating landing, built here in 1908, was maintained intermittently through the year at a cost of $50.62, chiefly to prevent grounding while the water receded.

Under an agreement with Captain George Bothwell, the traffic has been maintained (April 29 to November 23), past La Salette landslide at a cost of $1,648.

The right of way over private property for this traffic, including the site of wharf, has cost $33.33.

From October 14 to October 22, 1909, a new berth for the float landing was blasted out at a cost of $35.40.

Expenditure for fiscal year ended March 31, 1910, is $1,867.35.

LES BERGERONNES.

Les Bergeronnes, in Saguenay county, is on the north shore of the St. Lawrence river, 18 miles below Tadoussac. There is a Catholic church, three sawmills, two cheese factories, several stores, a government telegraph office, and a postoffice.

There are at Les Bergeronnes two rivers called Les Petites and Les Grandes Bergeronnes, both rivers are navigable for schooners for a distance of 3 miles at high water, but the channels of the rivers were obstructed by boulders.

From 1887 to 1902, the sum of $1,254.32 was expended in the removal of obstructions in both rivers.

From the year 1902-3 to the year 1908-9, the work of removing boulders and improving both rivers was continued, and the sum of $7,705.43 was expended.

The work done during the fiscal year 1909-10, was the continuation of removing obstructions in both rivers which are to-day navigable for most of the 3 miles.

The channel in Les Grandes Bergeronnes river is nearly completed excepting for a few curves.

The channel and the anchorage of Les Petites Bergeronnes is clear.

Work started August 19, and finished September 19

Expenditure for the year, $811.

LES EBOULEMENTS.

The village of Les Eboulements is situated on the north shore of the River St. Lawrence, in the county of Charlevoix, 70 miles below Quebec.

During the past fiscal year, a new building, to be used as a waiting room and freight shed, was constructed, 60 by 24 feet with a lantern tower on top. Work was commenced on September 18, and completed on October 30, 1909.

The expenditure for the fiscal year ended March 31, 1910, is $1,646.28.

L'ILE D'ALMA, OR LES CUISSES D'ALMA.

Les Cuisses d'Alma, in the Little Décharge of Lake St. John, is 3 miles from the lake, in the parish of St. Joseph d'Alma, Chicoutimi county, and 7 miles from the village.

There are three rocks, called Cuisses d'Alma and an island obstructing the Little Décharge.

During last fiscal year, the work done was the continuation of the blasting commenced in 1900-1, to enlarge the channel.

Amount expended, $198.53.

Work commenced September 22 and suspended on the 27th of the same month, started again December 7, and ended December 24.

LOTBINIERE.

The sum of $734.26 was expended in improving approaches during the last fiscal year; $100 went to pay for land purchased in connection with wharf at Vielle Eglise, the balance was applied by accountant of department in making payments for work performed in Portneuf county.

At opening of navigation, $23.89 was expended for clearing wharf of ice accumulated thereon in early spring, and subsequently to make it ready for navigation, by replacing mooring posts, movable fenders, long and short, iron guard posts, chain and wire guards 500 feet on each side of wharf; at close of navigation the same were removed at a cost of $18.50.

On resuming work at approaches, it was found that most of the fencing of the land purchased at south end of wharf, in 1908, had been knocked down by floating ice of spring freshets entering in by gully bounding it to the south. Most of the posts and railings had to be put back but solidly fixed in stone and cement, after raising the ground on an average height of 2½ feet on a length of 160 feet by 60 feet wide with the stone, gravel and earth removed from the beach at low water to facilitate approach by water to wharf; material thus removed, either by blasting, pick or shovel, averaged some 325 cubic yards; the work having to be performed between tides was necessarily more or less slow, especially the breaking up of large boulders and permanent reefs near low water line.

On a width of 100 feet on west side of wharf, safe grounding at low water was made for coasting vessels by the removal of nests of large boulders. The entrance on east side, where considerable work had been previously done, was further widened by removal, with dynamite, of reefs and ridges, bare at low water but covered at half or high tide, also several boulders, 3, 4 and 5 feet high. There being a boat ferry service between Lotbinière wharf and Lachevrotière, on the opposite side of the river, for the carrying of mails and passengers to and from Lachevrotière Canadian Pacific railway station, a request was made for two landing stairs, one on each side of the wharf. The need being imperative, one was placed on the west inside slope and the other on east elevation, both secured with screw-bolts, allowing of their removal in the fall.

Work was started July 14 and closed October 4, 1909.

MAGOG.

Magog, a progressive incorporated town in Stanstead county, on the Magog river, at the northern end of Lake Memphremagog. Steamers on the latter, make daily trips during navigation season between Newport, Vermont, and Magog. It is a station on the Canadian Pacific railway, 88 miles east of Montreal and 18 miles southwest of Sherbrooke. It has four churches (Episcopalian, Roman Catholic, Methodist and Union), 25 stores, 4 hotels, 1 large saw and grist mill, 1 sash and door factory, 1 bank (Eastern Townships), 1 printing and newspaper office ('Enterprise,' weekly), besides express, telegraph and telephone offices, mayor's office, schools and good fire department, &c. Population about 3,500.

The government wharf at Magog, situated opposite the Canadian Pacific railway station, consists of:—

1. A pile headblock 154 feet long and 41·8 feet wide.

2. A pile approach 50 by 24 feet with iron pipe and cedar posts, railing on both sides.

3. A stone approach, making an angle with preceding, 375 feet long and 25 feet wide at top with sides riprapped and guard railed.

4. A store-house 20 by 12 feet on headblock.

At intervals, in June, July, August and September, 1909, more than half of flooring of headblock, some 13,000 feet B.M., was renewed in 3-inch spruce, and minor repairs made to fender piles and nigger heads at a cost of $356.28.

Work was done by day labour.

MARIE.

Marie, a prosperous village on the north shore of the Baie des Chaleurs, county of Bonaventure, is a station on the Atlantic and Lake Superior railway, about 10 miles northeast of Carleton. Population, 2,300.

During the last fiscal year, in view of future ameliorations in the harbour of that important place, soundings have been taken.

A bench mark has been established and described as follows:—

Top of a bolt situated on the cap-piece, east side of the wharf and about 15 feet from the approach. The B.M. stands 13-65 above E.L.W.S.T.

MARIE CAPE.

Marie Cape is at the west part of the parish thus called. During high tides of the spring and fall, the sea washes out the bank and causes frequent land slips which render the public road dangerous. To avoid accidents and to protect properties, during the fiscal year, 1908-9, a round timber construction 330 feet long, 5 feet at the base and 4 feet at the top and 4 feet high, well ballasted with stone, was placed at the foot of the cape.

During the last fiscal year 1909-10, a construction of the same type as the one built last year has been placed a few hundred feet below. Its length is 817 feet and was built by day labour at a cost of $1,157.98.

The work was begun on July 5, and suspended on August 30.

MASSON.

Masson, Labelle county, also known as Buckingham Junction, 18 miles east of Ottawa, 1 mile from the Ottawa river and 3 miles from Buckingham, is the outlet for a district having a population of 6,000.

The permanent wharf on the Ottawa river, near the mouth of the Lièvre river, was built in 1905-6.

During the spring floods, this wharf was submerged so that it became necessary to have it inspected in order to guard against possible accidents. This was done locally at a cost of $4.

MATANE.

The village of Matane, in the county of Rimouski, is situated on the south shore of the St. Lawrence, at the mouth of the River Matane and 30 miles east of Little Metis, the nearest station on the Intercolonial railway.

It contains extensive saw-mills, and important shipments of lumber are made to European markets.

A railway is now under construction to connect this place with Ste. Flavie station on the Intercolonial railway.

The Department of Public Works owns two works at Matane: A landing pier on the west side of the river near the Price Bros.' lumber yard, and a breakwater standing on the west side of the mouth of the river and running parallel to it.

During the year 1908-9, this breakwater was entirely restored (see report for 1908-9).

In the month of August, 1909, between the first and twentieth, repairs were executed to the flooring and sheathing of the landing pier, and ladders were placed where needed.

The expenditure amounted to $381.18.

MILLE-VACHES.

Mille-Vaches is a village in the county of Saguenay, situated on the north shore of River St. Lawrence, about 42 miles below Tadousac.

For details of wharf construction see Public Works report, page 124, 1908.

The work done during the fiscal year 1909-10 consisted in the removal of boulders in the channel reaching the wharf.

Work started on August 17 and completed September 17.

Expenditure, $504.91.

MISTOOK.

Mistook, in the township of Delisle, is situated on La Grande Décharge of Lake St. John, in the county of Chicoutimi. It is also called St. Coeur de Marie.

For details of construction and general repairs from 1903-4 to 1906-7, see report Public Works, 1906-7, page 102.

During the year 1908-9, repairs were done to the flooring for a length of 182 feet, four piers were raised 7 feet, and the said piers were sheathed, and fully ballasted.

Amount expended, $1,994.04.

The work done during the fiscal year 1909-10 was the reconstruction of the freight shed, which was carried away by the floods in the spring of 1908, and the sinking of an intermediate pier 25 feet in length by 25 feet in width, this was done in order to give protection to vessels. The pier as it stands now is built to low water.

Work started April 24, completed August 31.

Expenditure, $1,031.31.

MONTMAGNY.

The sum of $99.95 was expended to clear stones from around the new wharf constructed in the rear end of the 'basin' in order to permit schooners to land safely.

This work was done in the month of July, between the 5th and the 30th.

MOOSE BAY.

Moose bay is about midway between the wharfs at Piopolis and Woburn near the southwestern extremity of Lake Megantic. It is a very small settlement now, three or four houses and a saw-mill being the only structures in the immediate locality, but the building of the new Piopolis church, some 300 or 400 feet from site of wharf, will necessarily attract people from the surrounding country.

Built in 1908-9, the Moose Bay public wharf consists of:—

1. A crib headblock 40 feet outside face and 30 feet wide, open-faced under water and close-faced above; standing 13 feet high in 7 feet of water at lowest level, the whole headblock being covered with a shingle roof resting on posts.

2. A crib approach 105 feet long and 20 feet wide, also open-faced under water and close-faced above; guard railing on both sides.

3. A stone approach 65 feet long and 18 feet wide at top with sides riprapped and sloped 1 in 1, also with guard railing.

During July, 1909, the sum of $51.83 was expended in painting cap piece and guard railing; in adding some gravel and sand on stone approach, and in better securing sheathing of corners of headblock.

Work was done by day labour.

MURRAY BAY.

Murray Bay is situated in the county of Charlevoix on the north shore of the River St. Lawrence, 83 miles below Quebec; the population is 4,000. Traffic at this point is very important, the wharf being used in winter and summer.

During the past fiscal year, the following improvements were made:—

The beams of the movable slip, which had been broken by ice, were renewed, and minor repairs were made to the flooring. Work was done between June 11 and 22, and the expenditure was $229.54.

The appliance used in connection with the movable slip was out of order and dangerous; it was replaced by a new model that can be worked by one man instead of eight, is giving entire satisfaction and has proven to be a great improvement on the old system.

The freight shed waiting room and offices were remodelled and enlarged.

All broken planks in the flooring were replaced, and the whole building, trestle tower and coping were painted.

Expenditure on above works was $1,509.32.

Most of the hardwood sheathing of the face and southwest corner of the wharf and the fenders were renewed; the headblock was recovered with hardwood sheathing and new fenders were placed and iron tie rods were inserted; the rock elm sheathing is 4 inches thick, 8 to 12 inches wide and 25 feet long, while the fenders are of rock elm 12 by 12-inch and 25 feet long.

Ten mooring posts were replaced by new ones, of pitch pine and 20 inches in diameter. Work was commenced on October 30 and completed on December 1, 1909.

Total expenditure for the fiscal year ended March 31, 1910, is $7,521.40.

NATASHQUAN.

Natashquan, on the north shore of Gulf of St. Lawrence, is situated 75 miles below Exquimaux Point, in Saguenay county.

The work done during the fiscal year 1909-10 was the purchasing of 13,920 feet of timber of 12-inch diameter amounting to $1,998.80, in view of the construction of a wharf at that place.

A plan with specification was forwarded to Ottawa with the view of calling for tenders.

NEW CARLISLE.

New Carlisle, the shire town of the county of Bonaventure, is situated on the north shore of the Baie-des-Chaleurs, 65 miles from Campbelton, N.B. It contains three churches, two hotels, several stores, telegraph and telephone offices. It is the terminus of the Atlantic and Lake Superior railway, and the starting station of the Quebec and Western railway.

During the fiscal year 1908-9, the sum of $4,648.56 was expended in the construction of a round timber cribwork, 120 feet long and 20 feet wide, along the easterly side of the wharf. This construction was placed there in order to protect the old portion of the wharf, which was in a very dilapidated condition.

Last summer or the first part of the fiscal year 1909-10, the crib which was built in 1908 up to 2 feet above high water, has been completed. The construction now stands in 8 feet of water E.L.W.S.T., is well ballasted with stone and protected by pile-sheathing, piles being driven 10 to 15 feet into the bottom. Flooring and stringers of the old portion of the wharf were also renewed upon a distance of 200 feet by the full width of the wharf.

The work has been carried on by day labour at a cost of $2,968.22.

The work begun on July 1 and was completed on September 30.

NEW RICHMOND.

New Richmond, Bonaventure county, is situated on north shore of the Baie-des-Chaleurs, some 60 miles from Matapedia, and is a station on the Atlantic and Lake Superior railway. It contains two churches, several schools, shingle mills, grist mills and one planing mill. It is one of the largest lumber manufacturing centres in the Baie-des-Chaleurs. Large quantities of dressed lumber and railroad ties are shipped to United States and elsewhere. Population, 2,500.

During the month of October of the last fiscal year, soundings have been taken in contemplation of improvements in the harbour, which are required by the present development of the place.

A bench mark has been established and described as follows:—Top of fender marked B.M. on the west of the wharf some 15 feet south of the freight shed. The B.M. stands 12 feet above E.L.W.S.T.

NICOLET HARBOUR.

Nicolet, a flourishing town in Nicolet county, at the foot of Lake St. Peter, on the Nicolet branch of the Intercolonial railway, and 6 miles from St. Grégoire, on the Grand Trunk railway, 81 miles northeast of Montreal. It contains two churches, three convents, one bank, thirty stores, three hotels, telegraph and express offices, sash and door and carriage factories, one hospital and one harbour of refuge, together with two foundries and one printing office. It has a fine college with a library containing over 20,500 volumes. Population, 2,552.

The Nicolet jetty, built in 1881 and added to and repaired every year since, is situated on the St. Lawrence immediately upstream of the mouth of Nicolet river, ¼ mile northwest of Nicolet wharf or 1½ from the town of Nicolet. It was built in order to protect schooners from the force of storms on Lake St. Peter, and also to prevent the mouth of River Nicolet from being filled in with sand, &c., carried down by the St. Lawrence. It is 3,735 feet long and composed of two rows of close piles 13 feet distant with stone filling between.

During June and July, 1909, 200 toises of stone filling were added to jetty, the outer end on a length of 912 feet being raised from 1 to 5 feet. Expenditure, $2,998.

Work was done by day labour.

NORWAY BAY.

Norway Bay, Pontiac county, is located on the Quebec shore of Chats lake, an expansion of the Ottawa river. As this place is a summer resort of some importance, there is considerable ferry traffic across to Sand Point, Ontario.

Owing to the appropriation of 1908-9 for a dock not having been re-voted, authority was given to expend $100 for a temporary landing.

Accordingly, timber was procured in April, at a cost of $27.75, and a landing was built in July, 1909, after high water period, at a cost of $100.85.

NOTRE DAME DU LAUS.

Notre Dame du Laus, in Labelle county, is 6 miles from the head of navigation (at the foot of Rapids des Pins), on the second reach of the Lièvre river, 46 miles above Buckingham.

The small float landing, built here in 1908, grounded on an uneven keel, when the spring flood subsided. Navigation on the High Falls, Notre Dame du Laus stretch, was then doubtful owing to the burning of the only steamboat. However, it was found necessary to place the float on better ground, which cost $32.

PERCÉ.

The head of the North Cove pier at Percé having been smashed in by the steamer *Canada,* some temporary repairs were started in November, but could not be completed on account of a very heavy storm which carried away part of the timber, most of the top stone ballast, and caused the pier to settle for a length of some 300 feet from 1 to 3 feet. An amount of $296.74 was expended.

PICHÉ POINT.

Piché Point, Pontiac county, on the Quebec shore of Lake Timiskaming opposite Haileybury, is the landing for Guigues township, a prosperous farming district which sends supplies to the mining region on the Ontario side.

Through unusual circumstances affecting the movement of the ice on Lake Temiskaming, last spring, the Piché Point pilework dock was seriously damaged.

A local inspection was made in May, 1909, at a cost of $3.

A light was maintained to mark the submerged landing head (May 24-June 12) at a cost of $5.

The sum of $26.88 was spent (June 16-23) for salvage of timber from damaged portion of dock.

Part of landing head and approach was rebuilt (July 7-August 7) at a cost of $987.97.

Further work of repairs was performed (October 27-29) at a cost of $25.25.

Again this last spring (March 7-25, 1910), the south half of landing head and portion of approach was reconstructed as well as repairing northwest corner of ice-breaker, at a cost of $399.78.

The repairs were carried out by day labour.

PIOPOLIS.

Piopolis, a post village in Compton county, on the west shore of Lake Mégantic, 11 miles from Lake Megantic station, on the Canadian Pacific railway. There is good fishing in the rivers within a radius of 15 miles; also deer and partridge hunting. It contains one Roman Catholic church, grist and saw-mills, and general store. Population, 460.

The Piopolis public wharf, built in 1882-3, consists of:—

1. A crib headblock 56 feet 9 inches by 20 feet 3 inches, with open covering 20 by 20 feet.

2. A crib approach 153 feet 9 inches by 12 feet wide.

3. A storehouse 9 by 16 feet on headblock.

During August, 1909, the sum of $103.19 was expended in repairs; three rows of timber at southeastern corner, which had been displaced by ice, were more firmly secured; the whole front face and east side of headblock were sheathed with 6-inch spruce, and some gravel and sand added in headblock.

Work was done by day labour.

POINTE À BROUSSEAU.

Pointe à Brousseau is the west point of the municipality of Chlorydormes, 190 miles below Metis on the St. Lawrence river. The point partly protects a very good fishing harbour except at the time of spring tides, and the work under way is to complete the protection of said harbour by building from Pointe à Brousseau Cape breakwater over the shoals to the deep water entrance. One hundred and seventy-five feet were built during the month of October last.

Some timber was bought for the prosecution of work in 1910.

Expenditure during the fiscal year ended March 31, 1910, is $3,017.50.

POINTE À ELIE.

Pointe à Elie is the extreme southeasterly point of Allright island, 2 miles east of the House Harbour Catholic church.

The steamer *Lady Sybil* calls at Pointe à Elie for mails and freight and for shelter during northeasterly gales.

The construction of a landing pier and breakwater will give the best of shelter from all storms, especially from easterly gales that prevail in the spring,

During the last fiscal year, the crib commenced last year was completed, secured into position and built up to within 4 feet of coping.

Spring tides rise 4 feet, neap 2 feet.

Expenditure during fiscal year ended March 31, 1910, is $7,688.13.

POINTE AUX TREMBLES.

Pointe aux Trembles en Haut, a post village in Laval county, on the Island of Montreal, 10 miles from Montreal; it can be reached by electric tram cars. It contains one Roman Catholic church, one French Protestant college for boys and girls, under the auspices of the Presbyterian Church of Canada, three stores, three hotels, besides telephone office. There is an excellent rifle range half a mile from the village. Population, 876.

In the spring of 1909, the municipality of Pointe aux Trembles transferred to the Crown the municipal wharf composed of:—

1. A crib headblock 46½ feet long and 15 feet wide.
2. A 24-foot approach 95 feet long.

Reconstruction was begun at the end of October. The old structure was razed to extreme low water level, an additional crib 15 by 23 feet sunk at southwestern intersection of headblock and approach making the former 30 feet wide between upstream end and approach.

On February 22 last, when work was suspended, all had been completed but corner plates and nigger heads for headblock, flooring of approach and minor improvements. Expenditure, $2,263.81.

Work was done by day labour.

POINTE AUX TREMBLES (EN BAS).

Pointe aux Trembles is situated in the county of Portneuf, on the north shore of the River St. Lawrence, some 20 miles above Quebec.

During the past fiscal year, minor repairs were made to the movable slip of the wharf.

The expenditure for the fiscal year ended March 31, 1910, is $13.45.

POINT FORTUNE.

Point Fortune, a post village in Vaudreuil county, on the River Ottawa, and on the Montreal and Ottawa short line of the Canadian Pacific railway, 7 miles from Grenville, 45 miles northwest of Montreal. It contains three churches (Roman Catholic, Presbyterian and Methodist), two stores, and one hotel, besides express and telegraph offices. Population, 400.

The Point Fortune public wharf, built in 1902-4, consists of:—

1. A close-faced crib 224 feet long, parallel to shore, and 25 feet wide with stone and earth back filling, sunk in 7 feet of water at low level and standing part 12 feet and part 16 feet above zero gauge.
2. A storehouse and waiting room 48¾ by 20½ feet.
3. A cattle yard 56 by 43½ feet.

During July and August, 1909, the sum of $590.70 was expended in strengthening the inside downstream corner of crib; building a second slip opposite storehouse; completing filling in of cattle yard and back of crib; erecting some 175 feet of wire fence with cedar posts every 10 feet, and in building 125 feet of 3-foot wide 3-inch pine plank sidewalk.

Work was done by day labour.

POINTE PLATON.

The division line between the parishes of Lotbinière and Ste. Croix, in the county of Lotbinière, intersects Pointe Platon at the St. Lawrence, 770 yards or thereabouts northwest of the Joly de Lotbinière wharf, running out from the extremity of the Pointe.

This is the wharf offered for sale to the Crown by Mr. Edmond Joly de Lotbinière, and which was examined by orders of the honourable the Minister of Public Works of Canada as to its value, condition and public utility, and the probable cost of placing it in a good state of repair. The price asked by Mr. Joly de Lotbinière being $15,000 with clear right of way through his property to wharf.

The whole premises were examined on August 24, 1909, at very low water, when the wharf, at its highest point of headblock stood 18 feet above low water; its outer end elevation was originally placed in 11 feet at low tide; since then gradual filling up has reduced this depth to about 6 feet.

There has also been a great accumulation of sand and gravel on the beach, between the original line of low water, since the wharf was built, placing the present inshore end on or below the level of its surrounding made up land, especially on east southeast side, reducing its original length of face timbers to 425 feet on west northwest and on east side to 220 to first angle in headblock, the latter having a frontage of 135 feet on river.

The wharf was built some 63 years ago by Mr. Joly's grandfather, the headblock having only 83 feet frontage, the other 52 feet at lower end being added later on.

The whole structure was originally built of large sticks of pine 14, 15 and 16 inches square, with roadbed of broken stone, coarse gravel, earth and sand from end to end including headblock; the face timbers, within an average height of 5 feet from top, are in a fair state of preservation, needing only proper sheathing from low water up, to guard against ice; the upper tiers are more or less in a bad condition and will have to be removed, some tiers to the full length, others only partially; renewals thereof in latter years being of hemlock timber. The east end addition seems to have suffered more from ice, being strained and settled slant some 12 to 15 inches at the down stream end.

It would cost about $5,000 to place the wharf in good repair, and the sum of $15,000 asked by Mr. Joly for his wharf and right of way through his property, provided he also gives in addition the extent of beach and deep water lot, would be a fair and reasonable price for the whole. For reasons most obvious, the Crown should have sea and beach room of its own around the wharf and not be limited to or by its face timbers all around, to pay dearly later for room to extend, or for service ground.

With some dredging, the original depth of 11 feet at end of pier and of 15 at 100 feet farther out, could be obtained, making this wharf useful in every way, especially in view of the projected winter navigation and keeping of an open channel between Quebec and Montreal, a deep wharf at foot of the Richelieu rapids would be serviceable to government vessels employed in this work.

As a landing place for local traffic and travel, the need and importance of the Platon wharf is no way less than the wharfs at Lotbinière, Ste. Emilie and Deschaillons, and of far more than the combined three wharfs of Grondines, Deschambault and Cap Santé put together, on north side of river.

POLTIMORE.

Poltimore, Labelle county, is a small settlement, some 2 miles inland from the Lièvre river, on the west bank, opposite La Salette.

The float landing placed here in 1908, was maintained intermittently through the year, at a cost of $47.63, for protection and towing, including a change of site.

A half-inch chain, 46 feet long, was purchased and placed, for better securing the float against ice shoves, at a cost of $9.17.

PORT DANIEL.

Port Daniel, Bonaventure county, is situated on the north shore of the Baie des Chaleurs, 45 miles from Percè. It is an important settlement of 1,200 inhabitants, mostly engaged in the fishing industry.

Spring tides rise 7 feet.

During the fiscal year 1909-10, the outer end of the wharf which had settled down 4½ feet has been raised up and levelled to its normal height upon a distance of 106·8 feet.

The work was carried out under all possible difficulties, the freight shed and the lighthouse had to be raised 7 feet to permit the labourers to work underneath. A new floor has also been placed in the freight shed. The work was carried on by day labour at a cost of $2,497.49.

The work was commenced on June 21 and suspended on November 18.

The sum of $99.68 was also expended to repair a descent to the beach situated near by. Those repairs were done in October.

QUEBEC HARBOUR.

The work consists in building a deep water wharf on the continuation, in a northerly direction, of the breakwater built many years ago on the river front of the harbour.

The wharf is 1,460 feet long on the outer face, 990 feet long on the inner face, 300 feet wide between the parallel faces, with a depth of 42 feet at low water spring tides; the outer face is now completed and is used for landing passengers, principally immigrants, and freight; the two 'Empress' steamers of the Canadian Pacific railway line occupy one of the berths almost continuously.

The work was commenced in 1903 and was carried on under five different contracts; details as to the mode of construction may be found in previous annual reports.

The fifth contract includes the construction of the inner face of the wharf, 990 feet long; a bulkhead 400 feet long, parallel with the Louise embankment, and 136 feet of the outer end of the wharf, a total length of 1,526 feet. It was commenced in 1908; at the end of that year, the excavation for the foundation of the cribs had been done over a length of 570 feet, 70 feet wide; two cribs forming a total length of 320 feet had been sunk in place and ballasted, and 200 feet of the concrete superstructure had been completed.

During the fiscal year 1909-10, the crib foundation was dredged on a length of 800 feet, four cribs, forming a total length of 667 feet, were sunk and ballasted and the concrete superstructure was built on a length of 512 feet; 74,300 cubic yards of earth filling were placed at the back of the timber and concrete wall; a temporary freight shed, 500 feet by 80 feet, not included in the contract, was also built at the northern end of the complete outer face of the wharf. Work was suspended for the winter on November 12.

The total amount charged against this work in the accountant's books for the fiscal year 1909-10 is $279,974.95; from this must be deducted $40,705.05 paid by the

contractors for the use of the government dredge *International* in performing the work.

The actual expenditure for the fiscal year was $239,229.90.

REPENTIGNY.

Repentigny, a post village in l'Assomption county, on the St. Lawrence, with port on that river at the quay de Repentigny. Its station, 1½ miles distant, is St. Paul l'Ermite, on the Canadian Northern Quebec railway. It has one Roman Catholic church, one store, one hotel and two mills. Population, 594.

The public wharf at Repentigny, built in 1905-8, is situated ½ mile upstream of parish church. It consists of:—

1. A closed-faced crib headblock, 73 feet 6 inches long by 40 feet wide, icebreaker inclined 1½ in 1, standing 19 feet high in 7 feet 3 inches of water at lowest level.

2. A close-faced crib approach 230 feet long and 16 feet wide.

3. A stone approach 748 feet long and 18 feet wide at top with sides riprapped 1 in 1.

The ice shove of the spring of 1909 caused some damage to the crib approach, from two to three of the upper tiers being displaced. Repairs were begun in the month of November following; suspended December 7; resumed March 19, 1910, and completed March 30. The whole upstream side of approach was sheathed with ¼-inch steel plates covering coping and four tiers of timber. The icebreaker of headblock was likewise sheathed with ¼-inch steel plates 10 feet long; and the riprap and top of stone approach improved. Expenditure, $904.29.

Work was done by day labour.

RIGAUD.

Rigaud, a post village and seigniory in Vaudreuil county, on the Rivière à la Graisse, 2 miles south of the quai de Rigaud, a port of call on the Ottawa river. It is a station on the Canadian Pacific railway (Montreal to Ottawa short line), 16 miles northeast of Vaudreuil, and 41 miles west of Montreal. It is 8 miles east of St. Eugène, Ontario, on the same line, and 75 miles east of Ottawa. It is the seat of Bourget College and Ste. Anne's convent. The sanctuary of Notre Dame de Lourdes in Rigaud mountain, is, in the summer season, a place of frequent pilgrimage. The village has one Roman Catholic church, six stores, one foundry, one branch bank, saw, grist, carding and fulling mills, besides express and telegraph offices. Population, about 800.

The Crown has already a wharf at Rigaud in River à la Graisse, some 300 feet above the Canadian Pacific railway bridge.

During the spring of 1909, the railway company asked for approval of plans for alterations to their bridge. As the boat *Victoria* doing the local service to Montreal and intermediate points could not, at high water, pass under the bridge to reach the public wharf, it was made a condition of approval of said plans that the Canadian Pacific railway would contribute $1,500 towards the construction of a high level wharf some 600 feet downstream of said bridge.

On November 10, order in council was passed granting authority to purchase from Mr. Geo. Séguin, for the sum of $700, the land required for wharf: a rectangle 100 by 89 feet.

Construction was begun in the middle of October:—

1. A pile headblock 73 feet outside face, 26 feet wide, standing 18 feet high in 10 feet of water at low level.

2. A stone and earth approach 34 feet long, from 20 to 16 feet wide and sloped 8 in 1 leading up to King's highway.

Work was suspended December 31 until appropriation of 1910-11 would be available. All is completed but the construction of a freight shed 30 by 18 feet, and some improvements to approach. Expenditure, $1,495.58.

Work was done by day labour.

RIMOUSKI.

The town of Rimouski, in the county of the same name, is situated on the south shore of the St. Lawrence, 180 miles below Quebec; its population is nearly 4,000.

It is an important station of the Intercolonial railway, it is also the place where the Royal mails are transferred from steamers to the railway and vice versa.

Spring tides rise 15 feet; neaps, 9 feet.

The Rimouski wharf which is 2,240 feet in length, was formerly 20 feet wide only; during those three last years, it was widened to 42 feet throughout its full length.

During the last fiscal year, to permit of dredging to a depth of 15 feet at low water spring tides, to be done along the western face of the wharf without endangering the stability of the structure, pitch pine piles, 10 inches in thickness, were placed on a length of 447 feet; they were sunk a depth of 15 feet into the bottom and thoroughly secured to the face timbers.

The rain guard used for the landing of the Royal mails, was extended a length of 24 feet.

As there is much wear on the pavement of the wharf owing to heavy lumber traffic, a double flooring of spruce deals, 3 inches thick, was laid on top of the old one, on a surface of 28,816 square feet.

Minor repairs have also been made and the expenditure was $7,352 including the salary of the general foreman for the year.

The work was commenced on July 1, and completed by November 1.

Dredging.

During the fiscal year ended March 31, 1910, the departmental dredge *Ottawa* was engaged from the beginning of August to the month of October, in lengthening and deepening the 15 foot channel required at Rimouski, to permit the mail tender *Lady Evelyn* to perform her service without any delay or interruption.

The quantity of material removed amounted to about 26,500 cubic yards consisting of clay, sand and small boulders.

The length of channel dredged during the season, was 650 feet by a width of 120 feet and the mean depth of clay excavated was 6 feet.

During the summer of 1908, the dredge *Progress* did the shore part of the channel and although the dredging is far from being completed at Rimouski, nevertheless the state of things is much improved and, last summer, not the least delay was experienced by the mail tender on account of low water.

RIVIÈRE À LA PIPE WHARF.

Rivière à La Pipe, is a small village situated on the north shore of Lake St. John, at the mouth of the river of the same name, 7 miles north of La Grande Décharge.

The wharf is situated on lot No. 118, township of Taillon, about 1 mile westward of Rivière à La Pipe. It is built in a southerly direction, about 75 feet from the shore, for a length of 600 feet and a width of 25 feet, and extends to 8 feet in depth at the mean summer level of Lake St. John.

For details of construction and general repairs up to 1907-8, see Public Works report, 1908, page 124.

The work done during the year 1908-9, was the demolishing of 150 feet long by 3 feet in height of the old wharf which had been damaged by spring flood, and the rebuilding of 244 feet by 25 feet, and 3 feet in height, a sheathing was put on for a length of 80 feet and the wharf is fully ballasted.

The work done during the fiscal year 1909-10, was the completion of the sheathing stringers, and the flooring on the new wharf, and on a certain portion of the old work the flooring was renewed.

Work started June 15, discontinued October 30, and started again on March 18, 1910, and completed on the 30th.

Amount expended, $1,996.89.

RIVIÈRE BLANCHE.

The village of Rivière Blanche or St. Ulric de Matane, county of Rimouski, is on the south shore of the St. Lawrence, 21 miles east of Metis and 9 west of Matane.

Spring tides rise 14 feet; neaps, 8 feet.

An addition to the wharf, 100 feet in length, 26·9 feet width on top with a batter of 1 in 12, and a mean height of 23 feet, was built under contract at Rivière Blanche during the fiscal year ended March 31, 1909.

The work was commenced on June 3 and the final estimate was forwarded for payment on November 19, the contract price being $6,300.

An extra, amounting to $430, was granted to the contractor to renew the superstructure of the head of the old wharf, on a length of 100 feet and a height of 2 feet.

The total amount expended on that work was $6,963.75.

RIVIERE DU LIEVRE (BUOYING).

The Lièvre river runs south through Labelle county and empties into the Ottawa river at Masson, 18 miles below Ottawa city.

The dredged channel, below the Poupore locks, was buoyed, June 14-22, at a cost of $35.45.

Target ranges were also established at the Long Rapids channel above La Salette. August 16-26, at a cost of $17.43.

RIVIÈRE DU LOUP.

Rivière du Loup, or the town of Fraserville, is the cheflieu of county of Temiscouata. It is situated on the south shore of the St. Lawrence, 114 miles below Quebec. It is a thriving little town of over 5,000 inhabitants, and contains several manufactories, including two pulp mills.

The Rivière du Loup point, where the wharf is located, is distant 2½ miles from the village. It is one of the best known and most frequented summer resorts of the St. Lawrence.

There is a branch of the Intercolonial railway extending from the station to the outer end of the wharf, a distance of about 6 miles.

Spring tides rise 19 feet; neaps, 12 feet.

During the last fiscal year, the renewal of the superstructure of the wharf, commenced two years ago, was continued.

The top structure was entirely renewed on a surface of 15,190 square feet on a mean height of 4 feet; the timber used was cedar and spruce.

Six thousand four hundred and eighty feet B.M. of rock elm and oak were employed to renew part of the sheathing of the outer face, and 500 feet B.M. of red birch, 5 inches in thickness, used to repair the sheathing of the west face.

The buildings standing upon the head of the wharf were repaired and painted.

Three ladders were placed where needed.

The work was commenced on June 18 and closed on October 16; it was executed by day labour.

The expenditure amounted to $5,929.96.

RIVIÈRE DU LOUP (EN BAS) DREDGING.

During the season 1909-10, a contract was let to the W. J. Poupore Co., Limited, of Montreal, to perform some dredging near the outer end of the wharf.

The clam shell *Prince Willie* was engaged on that work from August 7 to September 2.

Sixteen thousand two hundred and ninety-eight cubic yards of material were removed from the inside of the L of the wharf, providing a depth of 7 or 8 feet at low water spring tides.

The material removed was silt and soft clay.

The amount expended on dredging at Rivière du Loup was $7,429.80.

RIVIÈRE DU LOUP (EN HAUT).

This river flows through the county of Maskinongé and empties into the St. Lawrence, on the northern shore of Lake St. Peter, at Louiseville, about 21 miles above Three Rivers.

The river is navigable at its outlet for a distance of about 3¾ miles to the highway bridge at Louiseville for boats drawing less than 4 feet of water, during the low water season.

During the navigable season of 1909, dredging has been done as per articles of agreement entered into with the W. J. Poupore Company, Ltd., which had two dredges at work on the river; the channel was dredged to 5 feet at low water.

Dredging operations were performed at Louiseville landing pier and the approach to the three wharfs at Tourville's mills, by dredge *Duke of York*, and the removal of small shoals between the government wharf and the mill for a 4 foot channel, from June 1 to July 29, 1909, by the removal of 24,311 cubic yards of clay, sand and wood.

Dredge *Pontiac* worked under the same contract from July 5 to 16, 1909, at section 9,000 feet above the outlet, for a five foot (5′) channel, where 6,633 cubic yards of clay, sand and wood were removed.

30,944 cubic yards of clay, sand and wood were removed by the two dredges, on a distance of 19,000 lineal feet, during the summer of 1909.

The total expenditure during the fiscal year ending March 31, 1910, amounted to $6,983.46.

RIVIÈRE DU SUD.

The Rivière du Sud which flows through the town of Moutmagny, empties into the St. Lawrence by a perpendicular fall of 20 feet. Below the fall the river expands and forms what is called the 'basin.'

Near the town of Moutmagny, the river is crossed by the Intercolonial Railway bridge, and along the eastern bank above the bridge, a retaining wall was constructed in 1895 and extended in 1901; the object of constructing the wall was to protect the bank of the river aud to prevent the public road from being disintegrated by the current and ice, which in freshet times, are deflected in that direction by the ice-breaker piers of the Intercolonial railway bridge.

During the last fiscal year, the wall was extended a distance of 150 feet.

The average height of the wall is 8 feet; the width is 7 feet at the bottom and 5 feet at the top.

It is built of large rubbles hammered and scabbled on the faces and laid so as to form proper bonds with suitable headers and stretchers.

The copings are laid in cement and all exterior joints are also cemented.

The backing is formed of broken stones and earth.

The work was commenced on June 30, and closed on August 23.

The expenditure amounted to $1,466.45.

RIVIÈRE OUELLE.

The pier is situated at Pointe-aux-Orignaux, 5 miles distant from the village of Rivière Ouelle, in the county of Kamouraska, on the south shore of the St. Lawrence, opposite Murray Bay.

A branch of the Intercolonial railway, built from Rivière Ouelle station to the outer end of the wharf, bears trains connecting with a steamer which crosses the St. Lawrence several times a day during the summer season, calling at Murray Bay and other places on the north shore. In winter the service is also daily.

Spring tides rise 20 feet; neaps, 12 feet.

In 1908, on the request of navigators, it was decided to close the long slip, on the east side of the wharf, 200 feet in length, 11 feet in width and 23 feet greatest height.

The slip was about half filled, but owing to lack of funds, the work had to be postponed.

During the last fiscal year, the work was completed, thus giving a clear floor space the whole length of the wharf.

The closing of the slip was done with heavy cribwork filled with stone ballast.

The rail guard on both sides of the wharf, was repaired and renewed on nearly one-quarter of the whole length.

Repairs were also made to the stairways of the head of the wharf.

The work was commenced on June 14, and completed on September 10.

The expenditure was $3,670.17.

RUISSEAU À SEM.

A small cove on the south shore of the St. Lawrence, in the county of Rimouski, about 25 miles below Matane.

The Jas. Richardson Co. ships lumber to European markets, and several vessels are loaded through lighters at Ruisseau à Sem.

The cove where lighters used to land was very dangerous on account of the number of boulders obstructing the entrance.

In 1908, some work was extended to improve the harbour, and during the last fiscal year, the sum of $400 was expended for further improvements.

This work was done between July 1 and 31.

ST. ALPHONSE DE BAGOTVILLE.

St. Alphonse de Bagotville is situated at the head of Ha! Ha! bay, on the southern side of the River Saguenay, 66 miles from its mouth.

A landing pier was built by the parochial authorities prior to confederation, at a cost of about $3,200.

For further details of construction and general repairs see Public Works report, 1905, page 162.

From 1905-6 to 1908-9, minor repairs were made to the wharf.

On November 27, 1907, a contract was entered into for the construction of an extension at the head of the old wharf, but the work was not started before September, 1908, on account of the difficulty of procuring timber, finally the dimension of timber was changed and work was started as stated above.

During the fiscal year 1909-10, the work done was the completion of the extension, which is of the following dimensions: 58 feet wide on the western side, and 45

feet on the eastern side for a length of 160 feet measured on top from outside to outside of the face timber.

Work was completed on November 17, 1909.

Amount expended during the year, $29,395.26.

The original amount of the contract was $38,350, the sum of $874.50 was deducted on account of the reduced dimensions of the timber used, the specification called for timber of 14 inches in diameter, and timber of 12 and 13 inches was allowed.

STE. ANGÈLE DE LAVAL OR DOUCET LANDING.

Ste. Angèle de Laval, a post village and parish in Nicolet county, on the St. Lawrence river, opposite Three Rivers and near Doucet's Landing, on the Three Rivers' branch of the Grand Trunk railway to Victoriaville and Arthabaska. It has a Roman Catholic church and convent, five stores, two temperance hotels, two restaurants, several mills and manufactories, with express and telegraph offices. Population of parish, 982.

The public wharf at Ste. Angèle de Laval, built by contract in 1907-8, immediately downstream of the old Grand Trunk railway wharf, consists of:—

1. A pile headblock 85½ feet long and 64 feet 5 inches wide standing 24 feet 10 inches high; 11¼ feet of water at lowest level.

2. A pile approach 72½ feet long and 20 feet wide for the first 60 feet 6 inches from stone approach, widening to 37 feet at intersection with headblock.

3. A stone approach 26½ feet long and 20 feet wide at top with slopes of 1 in 1 on both sides.

4. A right of way 30 feet wide and 460 feet long, leading from public road.

During November, 1908, in order to better protect the wharf against ice, an extra of $1,200 to main contract, was arranged with contractor for the sheathing (in 4-inch plank from the flooring down to 2 feet into ground) of pile approach and inner sides of headblocks; the understanding being that said extra would be paid out of the 1909-10 appropriation.

STE. ANNE DES MONTS.

The Ste. Anne river flows into the St. Lawrence at the west end of the village of Ste. Anne des Monts, one of the oldest and most important establishments on the Gaspé peninsula, some 100 miles below nearest railway station, Little Metis. Several sawmills are in operation.

The training pier, starting from the southwest or left bank and built out for a length of 950 feet until it reached the northeast end of a small rock uncovered at low tide, was completed and ballasted but not floored over. A narrow channel was opened on the east side of the jetty, the old channel having been closed by the training pier. The work built since 1906 consists of: one landing pier, 250 feet long inside, with 100 feet of bank protection work above landing; of 950 feet of training pier, and a new channel of some 100 feet along training pier.

Expenditure during the fiscal year ended March 31, 1910 is $2,364.14

STE. ANNE DU SAGUENAY.

The parish of Ste. Anne du Saguenay is situated on the north shore of the Saguenay river 72 miles above Tadousac and opposite the town of Chicoutimi.

Spring tides rise 17 feet and neaps 9 feet.

For details of construction and repairs up to 1907-8 see Public Works report 1908, page 140, also Public Works report, 1906-7, page 120.

The work done during the year 1908-9, was the construction of a pier 36 feet by 26 feet, and 30 feet deep, which is a continuation of the present wharf, the west side of the old wharf has been raised 4 feet, a sheathing was put on.

Expenditure, $3,999.75.

The work done during the fiscal year 1909-10, was the sinking of an intermediate pier to keep the sand from filling the east side of the wharf, the flooring was also repaired and a 4-inch sheathing was put on around the head block.

Work started July 12, discontinued October 27

Expenditure, $2,499.97.

ST. ANTOINE.

An examination was made in course of the fall of 1909 at St. Antoine de Tilly, county of Lotbinière, for the possible location and construction of a deep water wharf, at a site off the parish church in preference to a tidal wharf previously (in 1908) asked for, to be constructed at another site, called 'Les Fonds' de St. Antoine, some 1¼ miles west of the church, and where there is an old landing the property of Captain F. Boisvert, of Ste. Croix, actually in use. It was represented that while it was useless to ask for or expect to ever get a deep water wharf at Les Fonds, owing to local conditions, it would be quite feasible at the church, owing to the proximity of deep water from shore.

Distance between lines of low and high water, spring tides, is not more than 1,065 feet, with from 10 to 14½ feet water within the next 200 feet out.

There are at least, south of St. Antoine, four parishes which would be directly benefited by a deep water wharf at St. Antoine, to ship by water their farm produce, &c., to the Quebec and Montreal markets where they cannot reach by railway, under existing conditions which cannot be improved.

ST. CHARLES BORROMÉE.

St. Charles Borromée is a village situated on the north shore of La Grande Décharge of Lake St. John, in the county of Chicoutimi, 21 miles above Chicoutimi.

The work done during the fiscal year 1909-10 was the continuation of the two landing piers commenced in 1905-6, which were completed and fully ballasted, and small freight sheds were erected on both sides of La Décharge.

Work started August 10, discontinued on October 8.

Expenditure, $600.

ST. CHARLES DE CAPLAN.

St. Charles de Caplan, situated on the north shore of the Baie des Chaleurs, is one of the most important business centres of the county of Bonaventure.

During the month of September of the fiscal year 1909-10, the sum of $150 has been expended to sheath the approach to the wharf built in 1908, with 3-inch deals upon a distance of 130 feet by 13 feet in height.

ST. DENIS.

St. Denis, a flourishing post village and parish of St. Hyacinthe county, on the River Richelieu, 18 miles from St. Hilaire station, 6 miles from Contrecoeur, on the south shore of Montreal and Sorel railway. It contains one Roman Catholic church, one convent, one hospital, 10 primary schools, one commercial college, one bank, one savings bank, seven stores, two hotels, saw, flour and planing mills, five butter and cheese factories, three carriage factories, three furniture factories, cutlery, sash and door factories, one tombstone manufactory, and one bank (Provinciale), telegraph and telephone offices. Population of parish (composed of 200 families), 2,150.

During the summer of 1909, the Crown bought from Mr. Eucharist Lamothe, for the sum of $500, the old crib and stone wharf and adjoining plot of land immediately west of Yamaska street, the whole forming an area of 7,666 square feet.

In September, the construction was begun of a pile headblock in front of the old structure, 60 feet long, outside face, including 12-foot ice-breaker, 32 feet wide, standing 18 feet 3 inches high in 8 feet of water at lowest level. Approach with stone with sides riprapped 1 in 1, is 128 feet long and 29 feet wide at top. Work completed at the end of December with an outlay of $2,999.68 including price of old wharf and land.

Work was done by day labour.

ST. ELOI.

St. Eloi is a post village of the county of Temiscouata, on the south shore of the St. Lawrence, 21 miles east of Rivière du Loup.

The small landing pier commenced last year on the south side of Rivière à la Loupe, for the accommodation of people engaged in the sea-grass industry, was completed during the fiscal year ended March 31, 1910.

The wharf is 105 feet in length, 24 feet in width, its height, at the outer end, being 6 feet.

The section built in 1909 is 75 feet long.

The work was begun on June 17 and completed by August 1.

The expenditure for the year amounted to $999.79.

STE. EMÉLIE.

The government accommodation for landing and embarking freight and passengers at Ste. Emélie, Lotbinière county, consists of an isolated block built out from the shore, and connecting with same, during season of navigation, by a trestle-roadway of 12 feet deals on a length of 636 feet.

The block measures, on top, 55 feet long on river by 25·6 feet wide; the up stream end having a slope of 1 in 1, also slope of 1 in 1½ on south elevation; front and east elevations having 1 foot in 10.

The trestle roadway, abuts on the beach, below high spring tides, with a cart road of 500 feet to attain an outlet lane to the public highway.

The trestle roadway cannot be placed until the spring tides of May and June are over and, in abnormal high water, not before July; removal being effected as soon as navigation is closed in November; twice within the last three years of 1907-8-9, one-third and one-half of the roadway timbers have been swept away by heavy sea and storm, in November, before they could be removed.

Besides the expenditure attending the placing and removing of the roadway, there are annual renewals and repairs of broken and damaged timbers, planking, posts and fenders, upright and permanent.

The expenditure under this heading amounted to $312.14 during the last fiscal year; of this amount, $19.83 paid for removal of ice, replacing movable fenders and the two small sheds on block at opening of navigation; cost of placing trestle roadway in June, $162.72, including ordinary repairs and renewals on same; in July another sum of $86.84 was expended on renewing some deck timbers of block; and the balance of $42.75 being for removal of timbers in November last.

Work was performed on different occasions between April 2 and November 24, 1909.

STE. FAMILLE (ISLAND OF ORLEANS).

St. Famille is situated on the north shore of the Island of Orleans in the county of Montmorency, 18 miles below Quebec.

During the past fiscal year, the flooring of the wharf was renewed on a length of 200 feet. Work was commenced on November 3 and completed November 11, 1909.

The expenditure for the fiscal year ended March 31, 1910, is $262.57.

ST. FRANCOIS DU LAC.

St. Francois du Lac, chef-lieu of Yamaska county, on the southern side of the River St. Francois, opposite the village of Pierreville, about 7 miles above the entrance of the river into the St. Lawrence, 28 miles northeast of Sorel.

A patch of land and a right of way from the public road to the river was purchased, and a landing pier was commenced on August 31, 1908, and was discontinued on December 3, 1908, for the winter. The work was resumed on March 24, 1909.

The landing pier was completed September 4, 1909; the embankment in rear of the pile work to be completed.

The structure consists:—

1. Of an icebreaker built of close-faced cribwork, measuring 30 by 25 feet, in width, 8 feet in height under low water mark and 16·62 feet in height above low water.

2. Of a pile wharf 142 feet long and 21 feet wide. 48 feet of it is 12·9 feet in height above low water, and the remaining 94 feet is 8·84 feet in elevation, to be used during the low water season.

3. Of an earth and stone approach with drainage, about 800 feet long and 30 feet wide.

The expenditure for the fiscal year ended March 31, 1910, amounted to $4,114.19.

ST. FRANCIS RIVER.

This river takes its rise in Lake St. Francis, in the county of Beauce. It flows southwest through Beauce county and Wolfe county, crosses the northwest corner of the county of Compton and takes a sharp turn to the northwest at Lennoxville; it flows through the counties of Sherbrooke, Richmond, Drummond and Yamaska, and empties into Lake St. Peter on its southern shore, near the Yamaska outlet. It is 150 miles long; there are many falls and rapids in its course.

The river is navigable at its outlet for a distance of about 10 miles to the first rapid, for boats drawing less than 4 feet of water, during the low water season.

Dredging was resumed on June 1, 1909, at St. Francois du Lac landing, by dredge *Pontiac,* the property of The W. J. Poupore Co., Limited. Three cuts were made averaging 26 feet in width and 770 feet in length; 26,135 cubic yards of clay and sand were removed during the month of June (1st to 30th), 1909, at the eighth mile above the outlet.

Dredging was also done by dredge *Prince Willie,* the property of the W. J. Poupore Co., Limited, at Notre-Dame de Pierreville, at section 26,000 lineal feet above the outlet at Landry crossing, where 1,112 cubic yards of clay and sand were removed.

From October 4 to November 17, 1909, dredge *No. 5,* belonging to the department, worked at Notre-Dame de Pierreville at Landry crossing, at 26,000 feet from the outlet, to remove the shoal obstructing navigation at low water, where 12,523 cubic yards were removed; two cuts wide for a distance of 793 lineal feet was done.

The total expenditure during the fiscal year ended March 31, 1910, amounted to $4,996.46.

ST. FULGENCE.

St. Fulgence, otherwise called L'Anse aux Foins, is a small village in Chicoutimi county on the north shore of the Saguenay river 10 miles below Chicoutimi.

For details of construction and repairs up to 1907-8, see Public Works report, 1906-7, page 122, and Public Works report, 1907-8, page 143.

The work done during the fiscal year 1908-9, was the completion of the pier commenced in the previous year; this pier is 35 feet in length, 30 feet in width, on a height of 13 feet and fully ballasted.

Expenditure, $1,511.97.

Work done during the fiscal year 1909-10, was the sinking of an intermediate pier, 25 feet in length by 25 feet in width, to break the current at falling tide, so as to permit sail-boats to land and stay at the side of the wharf.

Work started July 12, discontinued September 30.

Expenditure, $1,017.58.

ST. HILAIRE.

St. Hilaire, a post village in Rouville county, 1 mile from St. Hilaire station on the Grand Trunk railway, 22 miles east of Montreal. It has eight stores, three hotels, one branch bank, two butter and cheese factories, two carding, one flour and two flax mills and a Roman Catholic church. It is a well known summer resort near St. Hilaire lake. Population, about 250; of parish, 1,300.

The St. Hilaire wharf is immediately opposite the parish church. Begun in February, 1909, it was completed in the middle of August last at a further cost, for fiscal year, of $1,091.29.

The structure, a stone wharf, is a close-faced crib, 60 feet long outside face, with 22-foot return wings at each end, stone filling between, with macadamized top standing 18½ feet high in 8 feet of water at lowest level. The shed erected thereon is 16 feet by 24 feet.

Work was done by day labour.

ST. IGNACE DE LOYOLA (NORTH).

St. Ignace de Loyola, a post village and parish in Berthier county, on the St. Lawrence river, close to the western end of Lake St. Peter, and 2½ miles from Berthierville station on the Canadian Pacific railway and Sorel, on the opposite bank of the St. Lawrence, in Richelieu county. It contains a Roman Catholic church and one store. Population, parish, 875.

The St. Ignace de Loyola (north) wharf, built in 1905, is immediately opposite the parish church. It consists of a pile block 49 feet long, 33 feet wide, standing 16 feet high in 8 feet of water at low level.

During August, September and November, a sum of $999.37 was expended in repairs; a ballast floor was securely bolted to the piles at low water level, and the block filled in with stone. Some binders were renewed as was also about ¾ of the 3-inch pine flooring.

Work was done by day labour.

ST. JEAN (ISLAND OF ORLEANS).

St. Jean is situated on the south shore of the island of Orleans, in the county of Montmorency, 18 miles below Quebec.

During the past fiscal year, minor repairs were made to the flooring of the wharf and the movable slip.

The expenditure for the fiscal year ended March 31, 1910, is $77.84.

ST. JEAN DESCHAILLONS.

Of the appropriation of $3,500 voted at session of 1909 for completing building of roadway approach and two sheds at St. Jean Deschaillons, and perform dredging of channel of approach to new government wharf, it was decided to make secure and protect the work already erected on side wharf, against any damage ensuing later on by landslide or otherwise, at an expenditure of about $800, and use the balance of $2,700 for dredging.

The expenditure on roadway approach was limited to $732.56, consisting mainly in reducing the heavy grades on hill, rising from the beach; sloping sides of cuttings

and giving better drainage to roadbed; reinforcing upper part of trestle roadway platform; filling lower part of crib at east end of side wharf with three toises of stone ballast and earth scooped down from roadbed; 320 feet of guard-railing, with heavy posts, were securely placed along the most dangerous parts of road to wharf; and these and other portions of last year's woodwork were painted to preserve tops of posts, joints, &c., from damp and water.

Work commenced August 1, and was suspended October 30, 1909.

Dredging.

During and after construction of present government wharf at St. Jean Deschaillons, it was found that its channel of approach was very much obstructed by unaccountable shallow patches with only 4, 6, 9, 10 and 12 feet of water at low tide, alongside of deep water of from 15 to 20 feet and more.

On investigating the cause it was found that when the dredging of the ship channel at Cap à la Roche was transferred by the Montreal Harbour Commissioners to the Department of Public Works of Canada, in or about 1889-90, the officials of the latter made a dumping ground of the locality, which was the local harbour at the time, destroying it altogether, leaving scarcely 7 feet of water where formerly 30 feet existed not 350 feet from high water line.

Last season, a government dredge was to work around the wharf in July or August; however, the government dredge *Progress* reached Deschaillons only on Saturday, October 2, starting work on Monday the 4th, and was hurried away on the following November 6. In this interval, five working days were lost through some breakage in the machinery and boiler of dredge.

Of the remaining 28 days, five were Sundays and holiday (November 1), leaving 23 working days during which dredge worked 152 hours or equal to 19 days of 8 hours; the balance of time was taken up by coaling of dredge, moving of same, waiting for scow to go and return from dumping ground, only one scow of a capacity of 100 yards being used during the whole time.

The material removed: broken stone, already crushed by previous dredging, gravel and earth washed in among the stone with a certain amount of sand, amounted to 234 scow loads, or, say 23,400 cubic yards, while some 4,948 yards were cast over. Some six cuts of irregular lengths and depths, owing to the formation of the several heaps, were made, the whole, however, averaging 1,954 feet in length, 8 feet deep and 50 feet wide.

ST. JOSEPH DE LETELLIER.

St. Joseph de Letellier, in the Bay of Seven Islands, north shore of River St. Lawrence, is situated in the county of Saguenay, 200 miles below Tadousac.

In 1908-9, a crib of the following dimensions was constructed: 40 feet by 30 feet, with an average height of 14 feet, and about 20 toise of stone were placed in the crib; it was impossible to sink it on account of the season getting too late.

Expenditure, $3,310.38.

The work done during the fiscal year 1909-10, was reconstruction of the crib commenced the year previous, the pier having been damaged by ice during the winter, but was sunk in 15 feet of water at low tide; the pier is 25 feet in height and practically finished.

Work started July 24 and discontinued September 21.

Expenditure, $2,000.44.

ST. LAURENT.

(Island of Orleans).

St. Laurent is situated on the south side of the Island of Orleans, in the county of Montmorency, 10 miles below Quebec.

During the past fiscal year, minor repairs were made to the flooring of the wharf, movable slip and mooring posts.

The expenditure for the fiscal year ended March 31, 1910, is $124.50.

ST. LIGUORI.

St. Ligouri, a post village in Montcalm county, on the river called Lake Ouareau, 1 mile from Montcalm station, on the Canadian North Quebec railway. It contains one church, one convent, three stores, one hotel, two butter factories, two grist mills and one carding mill. Population, 200; of parish, 1,170.

On November 4, 1909, a contract was entered into for the construction of a concrete icebreaker at St. Ligouri.

The structure to be of reinforced concrete, 30 feet 8½ inches extreme length, and 8 foot 1 inch extreme width at bottom, 22 feet long and 7 feet wide at top, 13 feet high with upstream face nosed 90 degrees and inclined 1 in 2 from bottom up to 4 feet from top, thence square and vertical, all other faces being battened 1 in 24.

Work was begun in the middle of November last, and completed December 4, following.

ST. MARC.

St. Marc de Cournoyer, a post village in Verchères county, on the Richelieu river, 9 miles from Beloeil station on the Grand Trunk railway, 15 miles from St. Hyacinthe. It contains one Roman Catholic church, three stores, one sawmill, two door and chair factories, &c., besides one butter and two butter and cheese factories and a telephone office. Population of parish, 950.

The public wharf, built in 1901-2, and situated about 2 miles above the village, consists of:—

1. A pile headblock 88½ feet long, 17 feet wide for the first upstream 63 feet, and 32½ feet wide for the remaining 25 feet; outer face standing 10 feet high in 9 feet of water at lowest level. Flooring made of 6-inch concrete with Clinton wiring; upstream side protected by a crib ice-breaker standing 2½ feet higher than flooring of headblock.

2. A stone approach 100 by 20 to 45 feet with sides riprapped and sloped 1 in 1.

3. A storehouse 15 by 22 feet.

During November, 1909, minor repairs were made to the approach, 5½ toise of stone being added.

Expenditure, $36.

ST. MATHIAS.

St. Mathias, a post settlement in Rouville county, 3 miles from Richelieu, a station on the Central Vermont railway. It contains a Roman Catholic church, one store and one sawmill. Population, 300; of parish, 800.

The public wharf at St. Mathias, built in 1902-3, consists of:—

1. A close-faced crib headblock 90 feet 2 inches long, and 20 feet wide for a length of 68⅔ feet from upstream end, and 30 feet for the remaining 22½ feet; ice-breaker sloped 1½ in 1.

2. A stone embankment 155 feet long and 40 feet wide with sides riprapped 1 in 1.

3. Two storehouses, one movable 12 by 19 feet on wharf, and the other permanent 20½ by 26⅔ feet, built some 230 feet inshore above highest water mark.

During September, 1909, the stone approach, slightly damaged by the spring high water, was repaired with gravel and sand at a cost of $31.60.

Work was done by day labour.

ST. MICHEL DE BELLECHASSE.

During the last fiscal year, from July to the end of October, the departmental dredge *Progress* worked at St. Michel to widen and deepen the channel leading from the wharf to deep water.

In order to ensure a uniform depth of water in the channel, four continuous cuts 50 feet wide were made; starting at a distance of about 300 feet from the outer end of the wharf, the cuts had a length of 900 feet.

The minimum depth of water is 9 feet at extreme low water spring tides.

The material excavated was sand and hard clay. Numerous large boulders were encountered, some having cubical contents of 5 and 6 yards. The lifting of these boulders was a cause of much delay to the work.

The shore part of the channel is still at 7 feet depth and it would be desirable that a uniform depth of 9 feet be obtained throughout the channel.

ST. MICHEL D'YAMASKA.

St. Michel d'Yamaska is a post village in Yamaska county on the Quebec, Montreal and Southern railway, 10 miles from Sorel, about 3 miles above the lock on the Yamaska river. This river, one of the tributaries of the St. Lawrence, divides the village.

Population, 1,575.

A patch of land from the public road to the river was purchased, being parts of lots Nos. 36, 41 and 42 of the cadastral plan of the parish.

The landing pier consists of close-faced cribwork, measuring 108 feet long, 30 feet wide and 12 feet in height, in 4 feet of water, with an ice-breaker at the upper end, measuring 34 by 30 by 4 feet.

The work commenced September 29, was discontinued December 3, 1908, for the winter. The work was resumed on March 26, and the landing pier was completed with the approach on September 11, 1909.

The expenditure for the fiscal year ended March 31, 1910, is $4,163.

ST. NICHOLAS.

The sum of $2,850 appropriated for repairs to the government wharf and buildings at St. Nicholas, Lévis county, was expended during the last fiscal year in renewing the entire deck timbers from end to end, also floor stringers where needed; wheel guards of 11 by 11-inch timber were placed two tiers deep on top of upper tier of face timbers, forming 22 inches in height above same, and 19 inches above flooring abutting on the guards.

The northwest corner of outer end block, which had settled on a length of 60 feet to 12 inches, with only about 5 inches at opposite or northeast corner, was levelled up with new timber when all old, decayed or broken material was removed; 25,650 feet B.M. of 3-inch pine deals were used on main roadway, and 4-inch spruce deals were placed on such parts of outer end block where ice piles over in spring; 28,300 feet B.M. of square spruce, 8, 9, 10, 11 and 12 inches square were used in repairs and renewals. The lifting slip, 41 feet long by 8 feet wide, was all renewed, the stringers being of 10 by 14-inch pine, full length of slip. A retaining wall of cribwork, 136 feet in length, running east and west, along the shore on edge of road leading to wharf, had a planking of 6 to 7 feet wide, encroaching on width of road and in very bad condition, necessitating its removal and the filling up of an empty space of 3 feet deep underneath with stone and earth, over which were placed new stringers and longitudinals for a new 3 feet wide sidewalk of pine deals.

Previous to this last work, trenches had been opened from foot of hill across the roadway and three wooden drain canals placed therein to draw off the water spring-

ing out of cliff and spreading over the roadbed; the water is drained to beach by outlets in retaining wall; the road having been raised, rounded off and levelled with broken stone, earth and gravel, is in perfect order. A steep ascent or hillock on road to wharf was cut down from 4 feet in middle, decreasing gradually to nothing both ways at 56 feet from centre, forming a cut of 2 feet average by 112 feet in length and 18 feet wide: the material removed was used to level up ground in vicinity of wharf. Altogether, about 104 cubic yards of stone was quarried and placed in works.

To prevent the large stable, government property, from collapsing through decayed timber foundations, resting mostly on detached masonry supports, it was found necessary to renew several lengths of under-timbers, floor stringers, cross timbers and some floorings.

Certain unavoidable repairs were also done to combine storage and waiting-room the latter formerly used as a dwelling house.

The stable is an extensive building of 24 by 100 feet, with double row of stalls for accommodation of horses and cattle, in connection with market boats calling at wharf at all hours.

The building yet needs heavy repairs.

Two mooring posts were removed; tops of all posts protected with sheet iron and painted, and whole of wheel guards were painted.

Forty gallons coal tar also used wherever necessary to protect timber from decay.

Work was started on June 1 and suspended September 21, 1909.

ST PAUL ILE AUX NOIX.

St. Paul de l'Ile aux Noix, a post village and parish in St. Johns county, on the Richelieu river, 2½ miles from Stottsville, on the Grand Trunk railway, with port at Ile aux Noix. The locality is frequented by sportsmen for the fishing and hunting. The village has one Roman Catholic church, two stores, one hotel, one butter and cheese factory, with Bell telephone service. Population of parish, 600.

The government wharf at St. Paul de l'Ile aux Noix, built in 1897-8, consists of:—

1. A crib headblock 61 feet long and 32 feet wide, outer face standing 17 feet high in 9½ feet of water at low level.

2. A trestle approach 156 feet long and 20 feet wide, guard railing on both sides.

3. A stone and earth embankment 98½ feet long, 20 feet wide, with sides and outer end sloped 1 in 1.

4. A store-house 16 by 20 feet at downstream end of headblock, and a permanent derrick.

During July and August, 1909, the roadway leading from the King's highway to wharf, was repaired at a cost of $111.40.

Work was done by day labour.

ST. SIMEON.

St. Siméon is situated on the north shore of the River St. Lawrence, in the county of Charlevoix, 107 miles below Quebec.

During the past fiscal year, the headblock of the wharf was made fast to the rest of the work by inserting four iron tie-rods, 1½ inches in diameter.

The head block, which is not protected by hardwood sheathing and which had sustained, during the last winter season, damages caused by the ice, was given temporary protection by placing around its face and sides, rock elm fenders, 10 inches square and 25 feet long, placed in pairs at a distance of 4 feet between each pair.

A new brick chimney was erected on the waiting room. Minor repairs were made to the flooring, movable slip, freight shed and waiting room; the approach to

the wharf was also improved. Work was commenced on September 8, and completed October 16, 1909.

The expenditure for the fiscal year ended March 31, 1910, is $2,080.85.

ST. SULPICE.

St. Sulpice, a post village in l'Assomption county, on the north shore of the St. Lawrence, 24 miles below Montreal, 5 miles from l'Assomption, on the line of the Canadian Northern Quebec railway. It contains one Roman Catholic church, two stores, and one hotel. Population of parish, 650.

The St. Sulpice wharf, bought from the Richelieu and Ontario Navigation Co., in 1907, and rebuilt and enlarged since, is situated at the foot of road leading to l'Assomption, and some 1½ miles southwest of the parish church. It consists of:—

1. A crib headblock 87½ feet long at bottom, 78¾ feet at top on account of ice-breaker, 30 feet wide, upstream of approach, and 40 feet wide, downstream of it; outside face standing 20 feet high in 8 feet of water at lowest level.

2. A crib approach 139 feet long and 21½ feet wide with ice-breaker all along.

3. A plot of land adjoining wharf and extending to public road, of irregular shape, forming an area of 4,575 square feet.

Out of the 1909-10 appropriation, a sum of $852.50 was paid for stone ballast furnished last autumn. The balance of the $1,181.75 expended was for improvements to approach. These were done in March, April, and September, 1909, by day labour.

ST. ZOTIQUE.

St. Zotique, a post village and parish in Soulanges county, on the St. Lawrence, and a station on the Grand Trunk railway, 2 miles from Coteau Junction. The village contains two stores, two hotels, and one telegraph office. Population, 400; of parish, 1,000.

The wharf at St. Zotique, built in 1881-4, and added to and repaired several times since, to-day consists of:—

1. A crib headblock 132 feet long, including ice-breaker, and 24 feet wide, sunk in 10 feet of water at lowest level.

2. A 12-foot wide and 1,082-foot long crib and span approach formed of 25 piers, close-faced crib substructure and concrete superstructure, and steel spans.

During October, 1909, the iron pipe guard railing, bought the previous spring, was put in place and minor repairs done

Expenditure, $245.61.

SABREVOIS.

Sabrevois, a post village in Iberville county, on the Richelieu river, and a station on the Quebec, Montreal and Southern and Rutland railways, 7 miles from Iberville and St. Johns. It has two churches (Roman Catholic and Episcopal), two stores, one hotel, boys' college and ladies' school, one lumber and saw-mill, two butter and two cheese factories, besides express, telegraph and telephone offices. Population, about 400.

The Sabrevois public wharf, built in 1900, consists of:—

1. A pile headblock 105 feet 7 inches long and 21¼ feet wide, with a cribwork ice-breaker at upstream end.

2. A trestle approach 130 feet long and 20 feet wide.

3. A stone embankment 546 feet long and 20 feet wide, with slopes of 1 in 1 on outsides.

During June, November and December, 1909, repairs were done to the 1,048-foot roadway leading from King's highway to wharf; stone, gravel and sand replacing that washed away by the spring waters. Outlay, $149.75.

Work was done by day labour.

SAGUENAY RIVER.

Saguenay dredging is done at the Chicoutimi harbour and in the channel, so as to complete the channel from the harbour to foot of Les Battures, about 9 miles from Chicoutimi.

Work done during the fiscal year 1909-10 was the continuation of the dredging of the harbour and in the channel.

Work started on June 28, 1909, and was resumed on November 15. The dredging in the harbour was in front of the old wharf and in front of the extension to an average depth of 18 feet.

Material removed in the harbour was: clay, 15,594 cubic yards.

The dredging in the channel was done to an average depth of 18 feet; material removed was clay, and 99,385 cubic yards were removed. The dredging was done in line of No. 2, or Rivière Valin range light, for a total length of 2,800 feet by 90 feet in width.

Amount expended in the harbour, $1,677.88.

Amount expended in the channel, $30,000

Total of cubic yards, 114,979.

SANDY BAY.

The village of Sandy Bay is situated on the south shore of the St. Lawrence, in the county of Rimouski, 13 miles west of Matane.

During the last fiscal year, the sum of $392.30 was expended in removing boulders and cleaning the beach at different places to permit fishing boats to draw near the shore at high tides.

Several small coves were cleared in this way, affording places for small boats to land safely.

This work was performed in the months of July and August.

SAULT AU MOUTON.

Sault au Mouton is situated on the north shore of the St. Lawrence, 3 miles from Mille-Vaches village.

Sault au Mouton river is navigable at high water but is very dangerous on account of boulders.

An extensive sawmill was built, in the winter 1906-7, the property of the Iberville Lumber company.

From the year 1906-7 to the year 1908-9, the work done was the removing of boulders in the channel.

During the fiscal year 1909-10, the work done was the continuation of the removal of boulders.

Work started August 17, discontinued September 17

Expenditure, $495.29.

SAULT MONTMORENCY.

Sault Montmorency is situated on the north shore of the River St. Lawrence, in the county of Quebec, 8 miles below the city of Quebec.

During the past fiscal year, a fence which had been erected on the revetment wall by the Quebec Railway, Light and Power Company, was removed.

The expenditure for the fiscal year ended March 31, 1910, is $24.02.

SOREL.

Sorel, an incorporated city, capital of Richelieu county, on the right bank of the River Richelieu, at the mouth of Lake St. Peter, on the Quebec, Montreal and Southern railway, 52 miles northeast of Montreal, 33 miles from St. Hilaire.

Sorel contains water and gas works, a court of justice, a prison, a fine market, manufactories of engines, boilers, mill machinery, saws, stoves, ploughs, agricultural implements, grates for steam boilers, doors, sashes, leather, bricks, three printing offices, English and French newspapers, two branch banks, 18 hotels, Roman Catholic and Anglican churches, two fine Roman Catholic colleges, a Protestant model school, a convent, a hospital, an orphanage, telegraph, telephone and express offices, and about 50 stores. Population (census, 1901), 7,057; population, 1907, estimated, 8,500.

Work on the contract entered into August 7, 1907, between the Crown and Mr. J. E. Beauchemin, of Sorel, for the construction of cribs in front of the trestle wharf built in 1901-5, was continued this year. Contract price being $125,000, calling for:—

1. The construction of 6 close-faced cribs from 18 to 40 feet wide at bottom, from 15 to 18 feet wide at top, 41 feet high and a total length of 687 feet with necessary filling.

2. Dredging to 30 feet below extreme low water level of a foundation for the above, including a 5-foot deep stone seat from 40 to 62 feet wide.

3. Placing 1,116 cubic yards of stone to form revetment at northeast end of old structure in the St. Lawrence.

On August 25, 1908, an extra of $37,839.20 was awarded contractor for some changes in original plan. The crib instead of resting on the 5-foot stone foundation is to rest on 4 rows of piles driven from 25 to 35 feet into the ground, the first row immediately under the face timbers, the second and third rows 5 feet apart, and the last row from 8 to 10 feet from the third piles, 1,374 in all, of each row being 2 feet apart centre to centre.

At the end of March, 1910, all the cribs had been sunk in place and built to the top. Half of them were completely filled in with stone, the other half up to low water level.

Last estimate, made November 20, certified, $140,909.45.

TADOUSSAC HARBOUR.

Tadoussac is the chef-lieu of Saguenay county, on the eastern side of the entrance of the Saguenay river; it is located in a bay between Pointe Rouge and Pointe de l'Islet, with a sandy beach; the bay is about half a mile wide and third of a mile deep, the anchorage is in from 7 to 18 fathoms of water with a clay bottom.

The harbour is considered safe in every direction, either by land or reef, and is much frequented by vessels looking for shelter.

The Richelieu and Ontario Navigation Company has a beautiful hotel facing the bay, which is very much patronized.

During the fiscal year 1908-9, a sum of $5,000 was voted for the construction of a wharf.

A certain quantity of timber was purchased from the amount voted.

Expenditure, $376.20.

During the fiscal year 1909-10, the sum of $2,000 was taken out of the general appropriation 'Harbours, Quebec,' to purchase timber for the proposed wharf.

Expenditure, $1,718.87.

Wharf.

Tadoussac, or l'Anse à l'Eau, the chef-lieu of the county of Saguenay, is a watering place on the northeastern side of the Saguenay river, about 5 miles above its mouth; it is much frequented by tourists and health seekers during the summer

season. The village contains three churches, one of which is the oldest church built in Canada, having been erected in 1747, four hotels and many stores, a telegraph office and many handsome villas, a fish hatchery has also been erected here by the Department of Marine and Fisheries.

For details of construction and general repairs to wharf see report Public Works Department of Marine and Fisheries.

From 1904 to fiscal year 1907-8, minor repairs were made to the wharf.

During the fiscal year 1908-9, the work done was the flooring of 250 feet of the roadway, 600 feet of sidewalk repaired, the flooring of the wharf was also repaired; a sheathing was put around the wharf for a length of 80 feet, the roof of the freight shed was also repaired, and a railway put on the promenade leading to the salmon reservoir.

Expenditure, $500.76.

During the fiscal year 1909-10, minor repairs were made to the wharf, and the wiring of the slip was replaced.

Expenditure, $126.88.

Work was done in April and August, 10¾ days in all.

VAL DES BOIS.

Val des Bois is a village in Labelle county, above High Falls and at the foot of navigation on the second reach (18 miles long) of the Lièvre river.

The float landing, built here in 1908, was inspected for the sake of protection during the spring floods, at a cost of $7.

VILLE MARIE.

Ville Marie, Pontiac county, is an agricultural centre of importance, located on Baie des Pères, Lake Timiskaming, and is a point of call for passenger and freight boats plying on these waters. As there is no railroad connection as yet, landing facilities are indispensable.

The public wharf suffered minor damages through the spring flood. The approach deck was loaded with stone to prevent it floating away and was unloaded after water subsided. This work was performed by Timiskaming Navigation Company and townspeople who williugly lent their services in the emergency, without cost to the government.

About 80 feet at the shore end of the approach being distorted and the roadway washed by the flood, repairs were made (June 28-30) at a cost of $15.43.

After, this spring (March 21-29, 1910) further repairs were carried out when the inner approach, damaged by 1909 high water, was repaired, and the landing face was improved by addition of fenders, at a cost of $107.59; work was done by day labour.

WOODMAN'S BEACH.

Woodman's Beach, a meeting place for fishermen, situated on the north shore of the Baie des Chaleurs, Bonaventure county, some 4 miles east of New Richmond.

In order to provide accommodation for the fishermen and to shelter boats, a small breakwater, 70 feet long, 14 feet wide and 9 feet high had been built at that place during the fiscal year 1908-9.

Last summer, an addition, 20 long feet by 14 feet wide and 8 feet high, was built at a cost og $149.68. It is a round timber construction, ballasted with stone.

The work was commenced on July 19 and completed on the 25th of the same month and has been carried on by day labour.

YAMACHICHE RIVER.

The Yamachiche river takes its rise in the Laurentide mountains, flows through the county of St. Maurice and empties into Lake St. Peter, about 16 miles above Three Rivers.

The river is navigable at the outlet for a distance of about 1½ miles, to the first bridge in the village, during the season of spring freshet.

Population of the village, 1,099; of the parish, 2,194. Export: hay, &c.

From July 5 to 29, 1909, dredging was done as per articles of agreement entered with The W. J. Poupore Co. Ltd., who had the dredge *Prince Willie* at work on the shoals on Lake St. Peter, opposite the outlet of the Petite Rivière Yamachiche, at a distance of 4,500 feet south of the entrance, where 29,108 cubic yards of sand and clay were removed, on a distance of 3,168 feet by 40 feet wide, for a 6-foot channel leading to the ship channel.

The total expenditure during the fiscal year ending March 31, 1910, amounted to $4,571.41.

YAMASKA RIVER.

This river takes its rise in the township of Bolton in the county of Brome; it forms an outlet for several large lakes, and has a course of about 90 miles. It flows through the counties of Brome, Missisquoi, Rouville, St. Hyacinthe, Richelieu and Yamaska, and empties into the head of Lake St. Peter on its southern side, 8 miles below Sorel.

The river is navigable at the outlet, to the foot of the first rapid of St. Aimé for boats drawing less than 4 feet during the low water season, for a distance of 7 miles from the entrance to the Yamaska lock, and 13 miles above.

From June 3 to 20, the dredge *Pontiac*, the property of The W. J. Poupore Co., Ltd., resumed dredging on June 3, 1909, commencing at the shoal at the crossing below the lock, being 37,000 feet above the outlet, where three cuts were made for a 5-foot channel at low water, removing 13,101 cubic yards of clay and sand on an average distance of 537 lineal feet.

Another cut was made at 'Ile St. Jean crossing' by the same dredge, *Pontiac*, from June 21 to July 1, at 10,000 feet below the lock and 28,000 feet above the outlet, where 10,627 cubic yards of clay and sand were removed on the western side of the landmarks for a distance of 1,140 lineal feet.

Another dredge *Prince Willie*, owned by the same company, continued the work left by dredge *Pontiac*, from July 1 to 3, 1909, removing 2,914 cubic yards of clay and sand.

The expenditure during the fiscal year ending March 31, 1910, amounted to, $4,887.05.

PROVINCE OF ONTARIO.

AMHERSTBURG.

Amherstburg is a town, in the county of Essex, in the township of Malden, and is situated on the east bank of the Detroit river, about 5 miles from Lake Erie, and 15 miles south of the city of Windsor, to which place it is connected by an electric car service. The Michigan Central railway also runs into Amherstburg. Population about 2,500. It is one of the oldest settlements in Ontario and a port of entry. It is a port-of-call for the steamers running between Detroit, Amherstburg and Bois Blanc island, as also for boats running to Pelee island. A large number of tugs, dredges and other craft are coaled and secure supplies at this point. The maximum draught of boats which approach the docks is about 17 feet.

On June 15, 1909, authority was received to expend, by day labour, the sum of $500 for the removal of boulders in front of the docks.

Arrangements were made with Mr. J. G. Mullen, of Amherstburg, to perform the work, utilizing, through the courtesy of the United States government, as soon as it could be secured, their large derrick scow and other plant.

Operations were commenced on August 3, 1909, and were continued until November 6, following, when work ceased owing to the grant having become expended.

During the above period, some four scow loads of boulders aggregating 270 cubic yards, which had formed a serious obstruction in front of the ferry dock, were raised and removed. After this obstruction was removed, the area in which it laid was left with a depth of 18 feet of water, below L.W.L., excepting close to the dock, where a depth of 17 feet was left. The work performed removed a great source of danger to the ferry boats approaching the dock for landing purposes.

The total expenditure during the fiscal year 1909-10, is $500.

ARNPRIOR.

Arnprior (population, 4,500), county of South Renfrew, is located at the mouth of the Madawaska on the south shore of Chats lake, which latter is an expansion of the Ottawa river, navigable for 20 miles.

In 1908, parliament voted $4,000 for a wharf at this place, and a by-law having been passed October 5, transferring the old wharf to the Crown, work was begun October 12, 1908. The piers were found to be too rotten for reconstruction, however, and work was discontinued October 19, after $874.63 had been spent. And later, a more rational wharf was designed. The $3,125.37 having lapsed, $2,000 was authorized June 15, 1909, from harbours generally, Ontario, and work begun on the new reinforced concrete structure, September 22, 1909, by day labour, and continued till January 7, 1910.

During this period a further sum of $3,100 was authorized from same appropriation to carry on the work, and again on February 26, 1910, $2,500 was authorized.

Work was re-commenced February 28, 1910, and on April 1, was nearing completion.

The wharf is of reinforced concrete on pile-work and extends 126 feet at a height of 8½ feet above M.L.W. The landing face is 72 feet long (including ice-breaker), and draws 9 feet. All pile work is braced under water.

Expenditure to March 31, 1910, is $6,615.58.

BARRIE.

Barrie, Simcoe county, is situated on Kempenfeldt bay, an arm of Lake Simcoe, and is 66 miles northwest of Toronto.

On July 26, last, authority was given to expend the sum of $25 in repairs to the wharf by day labour.

Work was commenced August 7, and completed August 14.

The work consisted in the renewal of parts of the decking and waling for about 20 feet on the east side of the wharf.

In doing this work some 225 feet B.M. hemlock and 25 lbs. iron were used.

Total expenditure for fiscal year, 1909-10:—

Labour and superintendence	$19 50
Materials	5 50
	$25 00

BELLE RIVER.

Belle River, Essex county, is a prosperous village situated on the south shore of Lake St. Clair and on the London & Windsor Division of the Grand Trunk rail-

way, 93 miles from London and 17 miles from Windsor. It is a French settlement of about 1,000 inhabitants. It is a harbour of refuge for light draught craft when crossing Lake St. Clair. The traffic into the port consists principally of the importation of sand, gravel, lumber and other building materials. Several fishermen work out of this harbour.

On June 15, 1909, authority was received to expend the sum of $250 by day labour, in performing repairs required to sheet piling, &c.

The work was performed between September 13 and 25, 1909, and consisted in the construction of 81 lineal feet of sheet-piling at inner end of and on easterly side of the harbour. Main piles of oak 12 feet long were driven at intervals of 6 feet and capped with a 4-inch by 8-inch timber, and against which the sheeting is driven and securely spiked.

The driving of this sheet-piling has completely stopped the erosion which was occurring to the roadway adjoining the dock. Other minor repairs were made to the other sheet-piling.

All new timber was given two coats of carbolineum avenarius above low water level.

It is expected that the passenger and freight boat running regularly between Chatham and Detroit will call daily at this point, after a turning basin at the outer end of sheet-piling on easterly side of harbour is provided.

In the performance of the above mentioned work some 2,022 feet B.M. of timber, 144 lineal feet of cedar piling and approximately 900 lbs of iron were used.

The total expenditure during the fiscal year 1909-10, is $246.35.

BELLEVILLE.

Belleville, Hastings county, is situated on the north shore of the Bay of Quinté. Population, 11,000. It is the county town.

On August 24 last, authority was given to have the Windsor Dredging Company dredge the necessary excavation for the accommodation of the Ontario Fisheries Inspection boat *Navarch*, to a depth of 10 feet for the sum of $300.

The material removed consisted of stiff mud, sawdust and hard heads, and the quantity removed amounted to 972 cubic yards, which were all overcast to the south of the slip.

This work commenced on August 25 and was completed on August 27.

Total expenditure for fiscal year 1909-10, was $300.

BEWDLY.

Bewdly, Northumberland county, is situated at the west end of Rice lake and is a village of some 50 inhabitants. A large portion of the surrounding country, which is rich in agriculture, is tributary to this place.

On June 15 last, authority was given to expend the sum of $1,000 in the completion of this wharf by day labour, and on December 24 last, a further sum of $400 was authorized.

Work was commenced July 9 and carried on till March 31, and consisted in the driving of 56 feet of piling on the south side and the construction of a stone approach 30 feet wide at the shore and 20 feet wide where it adjoins the timber wharf, having a length on the north side of 66 feet and on the south side 56 feet.

In doing the above work some 158 oak piles, 466 ft. B.M. oak, 7,761 ft. B.M. pine, 321¼ cords stone and 1,355 lbs. iron were used.

Total expenditure for fiscal year, 1909-10:—

Labour and superintendence	$ 619 52
Materials	777 88
	$1,397 40

BLANCHE RIVER (MAIN BRANCH).

The Blanche river, Nipissing district, empties into Lake Timiskaming near the Quebec boundary. This stream, navigable for 26 miles to Tomstown, is used by settlers, lumbering or other interests, as an outlet. On account of landslides, the bed of the river is much obstructed by snags. In 1905, work of removing these was started.

Parliament at its last session, 1909, granted $6,500 to continue the improvements on this river and on the south branch above Charlton.

Owing to the Lake Timiskaming waters having remained at least 3 feet above normal and 5 feet higher than the previous season, further improvement of the Blanche was not considered urgent. The dredge pile driver, with plant, built 4 years ago, was kept busy during the whole of the construction season at other points on the lake.

The plant was overhauled, by day labour, and improved considerably during the spring and summer of 1909 at a cost of $1,934.62. In October and November, headquarters were transferred from Haileybury to the new shipyard 2 miles north. Building of sheds, office, ways, &c., and hauling out of plant cost $3,583.32.

Expenditure for fiscal year ended March 31, 1910, was $5,517.94.

BLANCHE RIVER (SOUTH BRANCH).

The south branch of Blanche river flows southeasterly parallel to or about 11 miles northeast of the Montreal river. Navigation on this stream has been extended 38 miles above Charlton, which is the terminus of a spur on the Timiskaming and Northern Ontario railway, and a transfer point for some of the traffic to the Elk lake or Gowganda mineral district.

At its last session, 1909, parliament granted $6,500 to continue improvements on this water course and the main branch, which forms part of the Lake Timiskaming navigation.

Work of improvement was resumed September 14, and discontinued October 9, 1909, by day labour.

In September and October, the snags, spoiled on the banks along the navigable portion during the previous season, were burnt. In all, 11 waste heaps were partly burnt or decked up; 17 heaps completely burnt, and 5 heaps left on high banks above flood level.

The work consists of removing snags or dead wood jams and cutting brush-wood, uprooted or overhanging trees in narrows between lake expansions as well as in the upper or low reaches of this river. Cost of work, $282.38.

Maintenance and improvement of plant and inspection has cost $155.86.

BLIND RIVER.

Blind river is a village situated on the north channel of Lake Huron, district of Algoma, and is a station on the Canadian Pacific railway; extensive lumbering operations are carried on at this place.

Population, 2,500.

On September 16 last, authority was given to expend the sum of $4,000 on repairs to the wharf by day labour, which works were rendered necessary owing to the destruction, by fire, of the warehouse and a portion of the wharf on which it stood and portions of the driveway.

Work was commenced September 20 last and carried on till November 23, when it was suspended till February 1, and completed March 22.

The work consisted in the entire reconstruction of a warehouse 140 feet in length by 40 feet in width, also renewing the foundation thereof and portions of the driveway and making slight repairs to the decking.

In doing this work, some 70,000 shingles, 82,211 feet B.M. hemlock, 22,088 feet B.M. pine, and 3,096 lbs. iron were used.

Total expenditure for fiscal year, 1909-10:—

Labour and superintendence	$1,669 75
Materials	2,191 89
	$3,861 64

BOWMANVILLE.

Bowmanville, Durham county, (or Port Darlington) is situated on the north shore of Lake Ontario, 43 miles east of Toronto by rail on the main line of the Grand Trunk railway, between Toronto and Montreal. Population, 2,800.

This harbour was built by the municipality, and consists of two parallel piers at the mouth of a small creek. The west jetty is 800 feet in length by 30 feet in width except at the outer end where it is 60 feet in width for a length of 240 feet.

The departmental dredge *Sir Richard* was engaged at this place from September 6 to November 6 and excavated some 23,000 cubic yards of material, scow measurement, in improving the channel between the piers and the approaches.

BROCKVILLE.

The ruins of the old piers of the Canadian Pacific railway ferry dock at the southwest end of the coal dock; the old car ferry slip, and an old crib at the south end of the new steamboat dock, were removed. Dredging was also done to a depth of 14 feet at the Canada Coal Company's dock on both sides of the old pier inclosing Tunnel bay, along the front of the steamboat dock and adjacent to the city waterworks dock.

BRUCE MINES.

Bruce Mines, district of Algoma, is situated on the north shore of Lake Huron, 45 miles southeast of Sault Ste. Marie. Population, 300.

On June 15 last, authority was given to expend the sum of $800 in repairs to the wharf by day labour.

Work was commenced March 1 and completed March 7.

The work consisted in driving a cluster of piles on the northeast corner of the wharf and securely fastening them together with iron bands, also gravelling the approach.

In doing this work, some 73 cubic yards of gravel, 5 piles and 300 ft. B.M. of lumber were used.

Total expenditure for fiscal year, 1909-10:—

Labour and superintendence	$ 50 75
Materials	76 35
	$127 10

BURK'S FALLS.

Burk's Falls, district of Muskoka, is a village of 700 inhabitants, situated on the Magnatawan river, and is on the Grand Trunk railway, 56 miles south of North Bay.

On July 8 last, authority was given to expend the sum of $450 in improvements to the wharf at this place by day labour.

Work was commenced August 19 and completed October 15, and consisted in the construction of a waiting-room 20 by 20 feet added to the end of the government warehouse, and the construction of a covered platform 5 feet in width leading from the wharf to the railway platform. The structures received two coats of paint.

In doing the above work some 2,916 ft. B.M. hemlock, 500 ft. B.M. birch, 2,700 ft. B.M. spruce, 219½ lbs. iron, 240 ft. B.M. pine, 164 lineal feet cedar and 60 ft. B.M. pine were used.

Total expenditure for fiscal year, 1909-10:—

Labour and superintendence	$154 00
Materials	287 03
	$441 03

BURLEIGH FALLS.

Burleigh Falls, Peterborough county, is a summer resort at the head waters of Stoney lake.

On January 8 last, authority was given to expend the sum of $550 in repairs to the wharf by day labour.

Work was commenced on January 20, and completed March 12.

The work consisted in placing the superstructure in position, as it had been shifted by an ice shove, also sheathing the face of same and filling entire structure with stone and making other general repairs found necessary.

In doing the above work some 289 lbs. iron, 3,278 feet B.M. pine and 40 cubic yards gravel were used. The stone for filling was secured free of charge.

The total expenditure for fiscal year, 1909-10:—

Labour and superintendence	$386 50
Materials	159 20
	$545 70

BURLINGTON CHANNEL.

Burlington channel, Wentworth county, is simply a cut through a piece of low-lying land which separates Lake Ontario from a large sheet of water called Burlington bay thereby enabling vessels to reach the wharfs at the city of Hamilton. Over this we have erected a swing bridge. The cut is 120 feet in width, and on the northerly side has a cribwork pier 2,326 feet in length, and on the southerly side a pier 2,722 feet in length, of which 2,210 feet is entirely of crib and pile work, and the remaining portion of 512 feet has a substructure of crib and pile work and a concrete superstructure having a width varying from 23 feet to 40 feet at the outer end. The all cribwork portion of this pier is 23 feet in width. The Department of Marine and Fisheries has erected a concrete lighthouse on the east or outer end of this south pier.

On May 10 last, authority was given to expend the sum of $500 in repairs to the piling at the west end of the south pier by day labour.

Work was commenced May 31, and continued till June 26, and then from December 1 to January 28, when it was completed.

The work consisted in the straightening of the line of face-piling on the channel side and reinforcing same, where necessary, with heavy iron rods extending across the pier.

In doing this work, some 1,000 feet B.M. pine and 2,335 lbs. iron were used.

On September 21, last, authority was given to expend the sum of $150 in the construction of a concrete sidewalk by day labour, and this work was performed during the month of October under the supervision of our bridge tender, and consisted in the construction of 157½ feet of concrete walk, 118 feet of which is 6 feet wide and 39½ feet is 3 feet wide, also 90 square feet was constructed as an approach to the bridge tender's house, and 30 square feet in a crossing.

At the last session of parliament, the sum of $50,000 was appropriated for the reconstruction of the south pier at this place, and on May 27 last, authority was given to proceed with the work by day labour.

Work was begun on June 8 and closed for the season on December 20.

The work consisted in the construction of new concrete superstructure 400 feet in length, having a width varying from 23 feet 10 inches to 28 feet with a parapet wall along the south side to which is attached a hand rail. The superstructure was placed on pile foundation and new cribwork foundation where necessary. This work adjoins the portion constructed last year.

In doing this work, some 63,557 lbs. iron, 2,102 barrels cement, 110,429 feet B.M. hemlock and pine, 2,250 cubic yards sand and gravel, 3,781 cubic yards stone, 3,914 lineal feet oak and tamarack piling, and 2,112 feet B.M. oak were used.

CAPE CROKER.

Cape Croker, Bruce county, is an Indian settlement and reservation on the west shore of the Georgian bay, 15 miles northeast of Wiarton. Population, 200.

On August 7 last, authority was given to expend the sum of $2,582.67 of which amount $2,000 was contributed by the Department of Indian Affairs, and the remainder by this department for the completion of the wharf extension by day labour.

Work was carried on from August 14 to September 30 and consisted in the completion of an extension to the wharf at the Portage, 80 by 20 feet composed of close-faced cribwork filled with stone.

In doing this work, some 3,256 lbs. iron, 5,000 ft. B.M. tamarack, 100 ft. B.M. pine and 2,595 ft. B.M. cedar were used.

Total expenditure for fiscal year, 1909-10:—

Labour and superintendence	$ 822 76
Materials	585 58
	$1,408 34

COBOURG.

Cobourg, Northumberland county, is a large town on the north shore of Lake Ontario, on the main line of the Grand Trunk railway, 66 miles east of Toronto. Population, 5,000. The large ferry, *Ontario No. 1,* plies between this port and Charlotte, N.Y., the year round bringing to Canada immense quantities of coal for the Grand Trunk railway. She also carries a large number of passengers. Cobourg is also a port of call for the regular passenger boats plying between Toronto and Montreal.

At the last session of parliament, the sum of $60,000 was appropriated for the extension of breakwaters, dredging, &c., and on August 14 last, authority was given to expend the amount.

On August 18, 1908, a contract was awarded to the Randolph Macdonald Co., for the sum of $139,000 to extend the western breakwater 350 feet and the eastern breakwater 425 feet.

Work, this season, commenced May 12 and was carried on till December 22.

The extension of the western breakwater is practically completed, also the construction of the substructure of the eastern breakwater; one crib for which has been launched and the other is about ready. These cribs are 106 feet in length by 35 feet width in the bottom and 30 feet width on top.

On June 28 last, authority was given to expend the sum of $10,000 in dredging, the work to be performed by Mr. W. E. Phin at 15 cents per cubic yard, scow measurement.

This work commenced June 29 and closed for the season on August 7. The work consisted in deepening and widening the channel and approaches and in doing this, some 66,814 cubic yards of material were removed.

It was necessary that a light should be maintained on the centre pier, a portion of which is wrecked, and Mr. R. B. Stott was placed in charge of same.

Some 13 old piles, along the westerly side of the east pier which were a menace to vessels were removed.

Also an oak fender which formed an obstruction to navigation was removed.

Total expenditure for fiscal year, 1909-10, is $65,957.55.

COLBORNE.

Colborne, Northumberland county, is situated on the north shore of Lake Ontario, about 14 miles east of Cobourg.

Population, 1,000.

On June 1, last, authority was given to expend the sum of $200 in repairs to the wharf and approach by day labour.

Work was commenced June 17, and completed July 12.

The work consisted in placing large stone as a parapet on the lake side for the entire length of the approach, which is 350 feet long and renewing the decking of the wharf where necessary.

In doing the above work, the quantity of stone required was procured in the neighbourhood without cost.

Total expenditure for fiscal year, 1909-10, is $200.

COLLINGWOOD.

Collingwood, Simcoe county, is situated on the south shore of the Georgian bay, 94 miles by rail from Toronto. It is the terminus of the Northern and Hamilton and Northwestern railway. There is an extensive trade in shipbuilding, grain and lumber, and it is the starting point for the steamers for Owen Sound, Sault Ste. Marie, Parry Sound, &c. Population, 5,000.

No work was done during the past season, with the exception of the inspection of the removal of the cofferdam at dry dock No. 2.

Total expenditure for fiscal year, 1909-10 is $91.

CUMBERLAND.

Cumberland village, Russell county, is located on the Ottawa river, 16 miles below Ottawa, 2 miles south of Buckingham Junction of the Canadian Pacific railway north shore line. Besides the regular ferry service, the public wharf, built in 1905, provides for considerable traffic from passenger and freight boats plying on the Ottawa river.

During the extraordinary high water period, in May last, the wharf was submerged. To maintain important traffic, a temporary walk was maintained and later, minor repairs were effected at a cost of $22.35.

CURTIS LANDING.

Curtis landing, Northumberland county, is situated on the south shore of Rice lake, distant some 15 miles from Cobourg.

On June 28 last, authority was given to expend the sum of $25 in repairs to the approach to the wharf by day labour, but, no work was done owing to the fact that it is the intention of the residents to petition for some further extensions to the structure.

Up to date there has been no expenditure.

DAWSON POINT.

Dawson point is a landing on Lake Timiskaming, near Haileybury, in the district of Nipissing.

The wharf was damaged by the spring flood in 1909, so work of repairs were carried out on March 25-26, 1910, by day labour, in resetting riprap along approach, which was disturbed by logs and in repairing sheeting, hove in by steamboat, at a cost of $30.

DETROIT RIVER.

Detroit River. The lower portion of the Detroit river, Essex county, south of Amherstburg and on the east bank of which the township of Malden is located, is noted for the fact that it is by far the busiest river in the world. Owing partially to the large size and number of vessels passing along this shore, considerable erosion occurs to the banks, and at the last session of parliament the sum of $1,000 was voted towards completing the erection of stone breastwork along this Malden front to prevent further erosion. On June 15, 1909, authority was received to expend the grant by day labour.

Operations were commenced on July 9 and ceased on July 31, 1909, the grant being then expended.

An arrangement was made with Captain Frank Hackett, of Amherstburg, to furnish and place stone where directed at the rate of $2 per cubic yard, also to provide derrick scow with tug and all necessary labour at the rate of $3.30 per hour, for lifting boulders which had been previously deposited some distance from shore by the United States government, and the placing of such boulders on the breastwork. In the performance of this work, some 327 cubic yards of stone were provided and placed and 95 hours of work with derrick scow performed. The execution of same raised, strengthened and placed in a much better condition, a considerable portion of the breastwork which had been built in previous years, and which work has shown good evidences of providing the required protection to this shore line.

The total expenditure during the fiscal year 1909-10, is $1,000.

DETROIT RIVER TUNNEL.

This tunnel is under construction, by the Detroit River Tunnel Company, to provide connection for railway traffic between Windsor, Ontario, and Detroit, Mich., U.S.A., in accordance with charter granted and plans approved of by order in council on July 12, 1906.

Operations were commenced in August, 1906, and the work has been prosecuted with all possible vigour since that date. Various changes have been made in the work, all of which were duly reported on and received the approval of the Governor in Council. Frequent inspections were made of both the subaqueous portion and approaches of this work, and every care taken to see that the work was carried out strictly in accordance with the plans and specifications approved of by this government, while various steps were taken from time to time to also safeguard the interests of navigation on this most important and busy waterway.

The work is completed with the exception of the laying of a small amount of track in the approach tunnels and the whole of the track in the subaqueous portion, also the electrification of tunnel and the completion of terminals at both ends of the work.

Soundings taken in the river, late last fall, indicated that the required depth had not been left in all places over the tunnel; such matter will, however, be rectified at an early date and before the final completion of the work.

It is anticipated that the tunnel will be open for use on or about July 4 next. This large and important work, the subaqueous portion of which was of an entirely novel character, has been built in a most successful manner, and presents an excellent appearance in regard to both stability and finish.

FRENCH RIVER.

French river, District of Nipissing, flows through the district from Lake Nipissing to the Georgian Bay. Where it leaves Lake Nipissing there are five branches of the river.

During 1907, two wooden dams were constructed on the main outlets of the river for the purpose of maintaining Lake Nipissing at a uniform level as an aid to navigation, and Mr. Henry Hogarth, of Cache Bay, was placed in charge of the dams to attend to the manipulation of same for the regulation of the water level.

On July 31, the dams were removed.

Total expenditure for fiscal year, 1909-10, is $371.46.

GARDEN ISLAND.

Garden island is situated opposite Kingston, in the River St .Lawrence.

A channel was dredged across the shallows at the west of the island to give access to the Calvin Company's piers from deep water for vessels of 14 foot draft; the channel was made 30 feet wide on a length of 2,500 feet.

GODERICH.

Goderich is the county town of the county of Huron, situated on the easterly shore of Lake Huron, at the mouth of the Maitland river, about 68 miles from Sarnia, and 63 miles from London. It is the termini of the Buffalo and Goderich branch of the Grand Trunk railway, and of the Guelph and Goderich branch of the Canadian Pacific railway. Population, about 6,000. It is a favourite summer resort. It possesses many industries and is a progressive and thriving town. Located on the harbour front is one of the largest flour mills in Canada, capacity being 1,200 barrels per day. In 1906, a new elevator was completed, of a most modern type, being reinforced concrete and with a capacity of one-half million bushels, and an extension is now about to be constructed to this elevator providing for an additional storage of one-half million bushels. In addition to this, the Western Canada Flour Mills Company, Limited, of Goderich, are about to construct a modern elevator with a storage capacity of one-half million bushels. It is a port of entry and during the past season, three lines of passenger and freight steamers called regularly. The grain traffic is increasing rapidly and during last season, approximately 8,214,782 bushels of grain were brought in, either from Port Arthur or Fort William, by deep draught vessels. A large amount of coal, ties, steel rails, timber, &c., were landed at this port. The number of vessels which entered the port during the season amounted to 191, with registered tonnage, 151,449. It is practically the only harbour of refuge for deep draught vessels on the easterly shore of Lake Huron, and it is an excellent distribution point for materials brought from the far west. The Canadian Pacific Railway Company have signified their intention of establishing a line of boats during the coming summer to call regularly at this point.

The maximum draught of vessels which enter the port is about 19 feet 6 inches when water is at level. Owing to the low stage of the water during the latter part of the seasons of 1908 and 1909, and of the decided tendency of lowering of water throughout the season on Lake Huron it has lately been found necessary to lower the zero or datum level of all dredging to be done in future at this point; the new established datum being at an elevation of 578·50 above mean tide, New York, which is the same datum level as utilized by the United States Lake Survey Department in constructing their charts.

At the last session of parliament, the sum of $5,350 was voted for repairs to piers, &c., and on May 27, 1909, authority was received to expend the grant by day labour.

Repairs to Piers, &c.

Operations were commenced on July 1, 1909, and continued until December 31 following, when work was suspended owing to weather conditions. It was again resumed on February 14 and continued until March 31, 1910. Work performed was as follows:—

North Pier.—Forty-eigh lineal feet of sheathing protecting three corners at outer end of pier were renewed; six new mooring posts were placed; 220 lineal feet of face timbers 12 inches by 12 inches hemlock were renewed; two coats of Carbolineum Avenarius was given to all new material, as also to 425 feet of decking of outer end of pier which had been renewed in the latter part of past fiscal year. Other minor repairs were performed.

River Breakwater.—Fifteen reinforced concrete mooring posts were constructed and placed at 100-foot intervals and securely fastened to dock. 12 running feet of sheet-piling renewed at outer end of and at northwest corner of this pier, the sheathing being 10 feet long with three iron bands.

South Pier.—Decking of 195 lineal feet of inner end of pier was renewed with 3-inch plank; 25 additional lineal feet of outer portion of pier was likewise renewed in hemlock; other incidental repairs made to decking and face timbers; 10 iron ornamental lamp posts with 50 c.p. incandescent Tungsten lamps attached, were erected. The base of these lamp posts were imbedded in concrete blocks and securely bolted to longitudinal timbers in pier; the posts reach to a height of 25 feet above top of pier, and were found to be of great assistance in guiding vessels entering this harbour on dark or foggy nights. The wiring for these lights was constructed last year by this department, and under an agreement that the town would supply the power gratis as long as the lamps with connections were maintained by this department.

In addition, 160 running feet of existing sheet-piling on westerly side of and in inner harbour, which had become completely decayed, was removed and renewed with 8-inch yellow pine sheeting, 20 feet long, driven to refusal. The construction of this sheet-piling will require to be completed during the coming season.

The government scow was pulled out and repaired, and a small skiff 16 feet long was built for use on these works.

In the performance of the above work, some 53,330 feet B.M. of hemlock, yellow and white pine, spruce and elm timber, 11,346½ pounds of iron, 17½ barrels of cement, together with 10 iron standards with necessary attachments, wiring and lamps for lighting south pier, were used.

Dredging.

On June 1, 1909, authority was received to expend the sum of $5,000 in performing necessary dredging in inner harbour; in channel between piers, and in channel at outer entrance to piers. This amount was subsequently increased by $660 and $12,500 on June 28 and September 18, 1909, respectively, making the total grant for dredging during the past season $18,160.

The contract for the above dredging was re-let to Mr. W. L. Horton, of Goderich, at the prices which prevailed during the previous year, i.e. 35 cents for all material other than rock, and $4 per cubic yard, scow measurement, for rock.

Operations were commenced on June 11 and ceased on December 14, 1909, when work closed down for the winter. Work was suspended between August 31 and September 21, owing to first grant having been expended. 34,568 cubic yards of clay, sand and gravel and 710 cubic yards of rock were removed, the greater portion of which material was dredged at outer entrance to harbour. The dredging performed to date has proved of great benefit but practically the whole of the inner harbour requires

to be dredged to a depth of at least 21 feet below extreme low water level in order to accommodate the rapidly increasing traffic.

The total expenditure during the fiscal year 1909-10, is $20,047.16.

GRAND BEND.

Grand Bend, Lambton county, is a village situated on the easterly shore of Lake Huron, at the mouth of the Sauble river, about 13 miles from Parkhill, the latter place being the nearest railway station. It is also 15 miles from Exeter and about 30 miles south of Goderich. It is a favourite summer resort, and in this respect is increasing rapidly in popularity.

On June 15, 1909, authority was received to expend the sum of $800 by day labour, in the reconstruction of approach to breakwater pier.

Operations were commenced on July 9, and continued until November 26, 1909, and consisted in the construction of an approach 85 feet long and 10 feet wide, composed of 2 rows of oak piles 10 feet apart, 14 feet long, driven at 5 feet intervals, and fastened together with a 10-inch by 10-inch waling. Three inch pine sheeting was then placed longitudinally on inner face of and spiked to piles from water level up, and 1¼-inch iron tie rods through each pile reaches across and from either side of piles, thus tying the two rows together. Space between piling was then filled with stone ballast which was surfaced with gravel. In addition, a channel 155 feet long, 25 feet wide and 4 feet deep was excavated through a bar which had formed during the summer at the entrance to this river, in order to permit of ingress and egress of fishing boats and with a view to assisting freshets in carrying away at least a portion of the bar.

The spring freshets in the early part of March last, were unusually heavy and a large amount of floating ice coming down the river with a rush, damaged the inner end of approach to pier above mentioned; repairs are urgently required to same, as also additional stone filling in the body of the pier.

The traffic at this point is extremely light, due partially to the fact that boats drawing more than 6 feet cannot safely land at pier owing to the formation every year of a sand bar across the mouth of the river. Such bar will most probably continue to form annually until additional protection is provided on southerly side of entrance to river.

In the execution of the work, some 12½ cords of stone, 3,529 feet B.M. of rock elm and pine timber, and 1,250 lbs. of iron were used.

The expenditure during the fiscal year 1909-10, is $799.29.

GRENADIER ISLAND.

Grenadier island is located in the St. Lawrence river about 2 miles east of Rockport, and on the west end thereof Pavilion No. 5 stands, being one of the seven pavilions constructed on various islands in this river.

On June 15 last, authority was given to expend the sum of $650 in the reconstruction of the pavilion on this island.

The work was performed during August last for the sum of $650 and consisted in the reconstruction, painting and staying of the pavilion and the fixing and painting of benches and tables therein.

Total expenditure for fiscal year 1909-10, is $655.

HAILEYBURY.

Haileybury, district of Nipissing, is on the west shore of Lake Timiskaming and is the chief lake port on the route of the Timiskaming and Northern Ontario railway, 108 miles north of North Bay, and 5 miles from Cobalt, the heart of an important mineral district.

Owing to the extreme flood overtopping the Haileybury dock by 3 feet, the three line pipe railing, 500 feet long on the north side of the approach, required protection from drifting and storm-tossed logs, and a temporary landing over scows had to be maintained for the heavy traffic, work was done May 19 to June 15, at a cost of $145.30.

The small crib at the inner corner of the 'L' damaged by being buoyed up and distorted during the flood, was restored (June 16-29) at a cost of $149.15.

HAWKESTONE.

Hawkestone, Simcoe county, is situated on the north shore of Lake Simcoe, 14 miles east of Barrie, and is on the Grand Trunk railway from Toronto to North Bay.

On May 15 last, authority was given to expend the sum of $50 in repairs to the stone approach to the wharf by day labour.

Work was carried on from May 22 to June 3, and consisted in placing large stone to protect smaller stone and gravel, to renew approach where eroded by the action of the waves.

In doing this work, some 27 lbs. iron, 5 loads of gravel, and stone secured in the vicinity without charge were used.

Total expenditure for fiscal year, 1909-10, is $62.16.

HILTON.

Hilton, district of Algoma, is a small village situated on St. Joseph's island, on the north channel of the Georgian bay.

On June 7 last, authority was given to expend the sum of $2,000 in repairs and renewals to wharf by day labour.

Work was carried on from September 1 till October 30 and from January 10 to 31, when it was completed.

The work consisted in the construction of an addition to the warehouse 12 by 22 feet, also one crib on the south side 30 by 30 feet on which a sheep pen 20 by 20 feet has been erected, also a crib 24 by 7 by 10 feet has been placed on the northwest side and concrete superstructure has been built thereon 24 by 6 by 3 feet, also a small crib 24 by 12 by 16 feet has been placed on the southwest side of the wharf immediately adjoining the work performed last year, also a crib 8 feet wide by 36 feet long has been placed on the west side to fill out the jog; this has been built up to water level and will require concreting on top. The approach to wharf has been filled with stone and gravel for a length of 160 by 22 feet wide and a depth of 3 feet and portions of the old work have been re-planked where required.

In doing this work some 12,464 ft. B.M. hemlock, 603 lineal feet cedar, 4,000 shingles, 145 sacks cement, 2,335 lbs. iron, 919 ft. B.M. hardwood, 310 ft. B.M. pine, 36 loads gravel and 88 loads stone were used.

Total expenditure for fiscal year 1909-10, is $1,851.01.

HUNTSVILLE.

Huntsville, Parry Sound district, is situated on the Northern Division of the Grand Trunk railway, 145 miles north of Toronto. Population, 2,100.

On May 25 last, authority was given to expend the sum of $60 in repairs to the wharf by day labour.

The work, which consisted in renewing the planking where required, was performed for the sum of $50.

Signs warning certain traffic off the wharf were painted and put in place.

Total expenditure for fiscal year, 1909-10, is $63.

KINCARDINE.

Kincardine is a prosperous town situated on the east shore of Lake Huron, in the county of Bruce, 39 miles south of Southampton and 32 miles north of Goderich. It is the terminus of the Wellington, Grey & Bruce Division of the Grand Trunk railway. Population, about 3,000. Principal industries of the town are: two furniture factories, salt works, and boiler and machine works. It is the principal summer resort on the east shore of Lake Huron. It is a harbour of refuge and possesses facilities for both imports and exports, either by water or rail; principal imports are coal, wood, lumber, fence posts, ties and fish; principal exports are salt, furniture, iron bridges, boilers, &c. It is a port of entry and a regular port of call for a line of packet freight steamers running between Lake Huron ports and Sault Ste. Marie. The average draught of vessels entering this harbour is 12 feet. The dredging performed annually provides a minimum draught of 14 feet below L.W.L.

The Penetangore river which empties into this harbour is the source of more or less continual trouble as exemplified during the past spring freshet when a large amount of material was brought down in solution and deposited in the harbour, more particularly in the channel between piers, thus increasing the required outlay during the coming season to provide sufficient depth of water to accommodate the traffic.

Dredging.

On May 11, 1909, authority was received to place at work the dredging plant owned by Mr. W. L. Horton, of Goderich, providing he agreed to work at the rate of last year's contract (*i.e.* 35 cents per cubic yard scow measurement for all material except rock) if renewed, or at such rate as might result if new tenders were called for.

The above plant was ordered to proceed with the work and operations were commenced on May 15, and were continued until June 17, when the grant arranged for this work had become expended. Subsequently, on May 31, authority was received to perform an additional week's dredging on condition that the contractor would await payment until next session; this work was performed, and in all consisted of the widening and deepening of channel at outer entrance to harbour, to depths of 16 and 18 feet below L.W.L.; two cuts to a depth of 14 feet below L.W.L. between piers; one cut along easterly and southerly side of inner harbour to a depth of 14 feet below L.W.L., and one cut along northerly side of inner harbour to a depth of 12 feet below L.W.L. In the performance of this work 11,780 cubic yards of clay, sand and gravel were removed.

Repairs to Piers.

On June 15, 1909, authority was received to expend the sum of $1,000 by day labour on repairs to piers.

Repairs were started on July 12 and completed on October 27, 1909, and consisted of the renewal of flooring in 3-inch tamarack of 411 lineal feet of north pier, together with the length of 650 lineal feet of 8-inch by 10-inch rock elm waling along face of said pier; the renewal of the decking of 39 lineal feet of east pier in inner harbour, together with general minor repairs on said pier; decking of 131 lineal feet of south pier in inner harbour was renewed, and two mooring posts placed and other general repairs performed. Considerable general repairing was done to the south entrance pier, particularly to the decking.

All new timber was treated with carbolineum avenarius.

These works are at present time in very fair condition and the expenditure as made shows to excellent advantage. In the execution of this work 9,146 lineal feet

of rock elm and 12,015 feet B.M. of tamarac timber and 600 pounds of iron were used.

Expenditure during fiscal year 1909-10 was $5,179.63.

KINGSVILLE.

Kingsville is a thriving town situated on the north shore of Lake Erie, in the county of Essex, about 25 miles east of the mouth of the Detroit river, and on the line of the Pere Marquette railway. An electric railway line also runs through this place, between Windsor and Leamington. Population, about 1,800. It is the centre of a very rich farming country an important harbour of refuge, and is the principal point from which the steamers, carrying freight and passengers, run regularly to Pelee Island, Sandusky and Windsor; a large fishing trade is carried on at this point; the main traffic over the docks is lumber, fence posts, and general building materials.

Dredging.

On June 14 last, operations were commenced by the government dredge *Ontario* in dredging in inner harbour to a depth of 14 feet below L.W.L., and work was continued until September 4 last, when dredge was ordered elsewhere.

The work performed consisted of the dredging of the area adjoining and opposite easterly dock in harbour, of an average length of 500 feet and width of 200 feet, also two cuts on the easterly side of entrance to harbour with an average length of 200 feet.

In the performance of the above work, 14,400 cubic yards of sand were removed, and the work done left this harbour with a minimum depth of 14 feet below L.W.L. available for any boats calling at this point, with sufficient turning room in inner harbour.

LAKE TIMISKAMING GENERALLY.

Lake Timiskaming, an expansion of the Ottawa river between Nipissing district in Ontario and Pontiac county in Quebec, is important from a navigation standpoint. There are several public wharfs built on its shore, and other works of river improvement, &c., are constructed from year to year.

In connection with the plant on these waters, see Blanche river, main branch, in this report, in which is given detail of repairs and improvements, and also cost of moving headquarters from Haileybury to the new shipyard, 2 miles north. The accounts were charged in appropriation for Blanche river, as this work could not very well de disassociated from it.

LANCASTER SOUTH.

Lancaster, a post village in Glengarry county, on the St. Lawrence river, and a station on the Grand Trunk railway, 13 miles east of Cornwall. It has 4 churches (2 Presbyterian, Roman Catholic and Methodist), 17 stores, 3 hotels, 1 saw and lumber mill, 1 machine shop, 1 bank (Merchants'), besides telegraph and express offices. Population, about 700.

Lancaster South is situated 1½ miles south of the village proper. The public wharf, built in 1901-2, consists of:—

1. A pile headblock 83 feet long and 73 feet wide, standing 11 feet high in 6 feet of water at lowest level.

2. A pile approach 24 by 20 feet.

3. A stone approach 493 feet long to Water street, by a width of 20 feet at top, and slopes riprapped 1 in 2 on both sides; guard railing on both sides formed of two 1½-inch iron pipes and 6-inch cedar posts every 10 feet.

4. A storehouse 22 by 20 feet and waiting-room 8 by 20 on headblock and on each side of covered 12-foot passageway leading from approach.

5. A cattle yard 80 by 100 feet at eastern intersection of stone approach and Water street.

From July to October, 1909, extensive repairs costing $996.54 were made, some 3,500 square feet of flooring were renewed in tamarack as were 250 lineal feet of cap piece and fenders in 8 by 10-inch oak; the cattle yard was fenced; the guard railing, storehouse and waiting-room painted, and the riprap on both sides of approach repaired, and some gravel added.

Work was done by day labour.

LEAMINGTON.

Leamington is a prosperous town, situated on the northern shore of Lake Erie, in the county of Essex, about 37 miles from the city of Windsor, on the lines of the Pere Marquette and Michigan Central railways. Population, about 1,800. It is the centre of a rich fruit raising district. A number of oil wells are being worked in the vicinity of Leamington. It is a port of entry and also a port of call for a steamboat line running between Windsor and Pelee Island. Deep draught tugs also carry considerable freight from this point to Pelee Island and other adjoining places. Maximum draught of vessels utilizing pier at this point is about 11 feet.

On September 14, 1909, authority was received to expend the sum of $375, by day labour, in performing urgent repairs and renewals required to the decking of the government pier.

Work was commenced on November 2 and completed on November 12 last, and consisted of the renewal of 9,072 feet B.M. of decking, together with other minor repairs and which work left this pier in fair condition.

Total expenditure during fiscal year 1909-10 is $372.84.

LIONS HEAD.

Lions Head, Bruce county, is a village of some 600 inhabitants, situated on the west shore of the Georgian bay, 22 miles north of Wiarton. There is a large sawmill in operation here and the output is very large.

On January 26 last, instructions were given to enter into an agreement with Messrs. Kastner and Porter to construct an extension 65 by 25 feet of cribwork to the existing wharf at this place for the sum of $4,800.

Work commenced March 1 and completed May 31.

Total expenditure for fiscal year, 1909-10, is $2,256.

LITTLE CURRENT.

Little Current, district of Algoma, is situated on Manitoulin island, on the east shore, and is on the north channel of the Georgian bay. It is a regular port of call for towns on Manitoulin island. Large saw-mills are located here. Population, 1,000.

At the last session of parliament, the sum of $28,000 was appropriated for dredging at this place, and on May 3 last, authority was given to have the work performed by the C. S. Boone Co., at the following prices per cubic yard, scow measurement: rock, $1.78; other materials, 25 cents.

On June 26, last, authority was given to remove a segment on the north side of the original channel, the chord of which was 700 feet in length and the height of arc 75 feet.

Work was carried on from May 4 to June 18, and then from June 28 to September 20, and consisted in the removal of the segment mentioned, also cleaning up the main channel and carrying same down to grade, viz., 22 feet below low water.

During the season, some 34,085 cubic yards of rock and 1,618¾ cubic yards other materials were removed.

An extensive and complete survey was made of the main channel during the past season, when it was found that the work had been performed very satisfactorily, the bottom being very uniform, and, with only a few exceptions, down to grade.

Total expenditure for fiscal year, 1909-10, $62,255.89.

L'ORIGNAL.

L'Orignal, Prescott county, is on the south shore of the Ottawa river, 54 miles below Ottawa, on the Canadian Northern railway. It contains, besides the county buildings, four churches, telegraph office, several insurance agencies, grist and saw-mills, three stores and three hotels. Two weekly newspapers are published in L'Orignal. Population, 1,000.

For detailed information *re* construction of wharf see annual report, 1904-5.

Repairs were effected during the period from July 1 to October 9, 1909, at a cost of $1,999.44. The pilework approach, 660 feet long, 20 feet wide; a portion of the wharf 25 feet wide, of an average length of 46 feet, and the slip, 60 feet long by 10½ feet wide, were replanked with 4-inch hemlock. The stringers were strengthened with hemlock plank and the shore-bents were levelled. The storehouse was replanked on the exposed side and the floor stringers here were replaced. Some planking was also done to restore flooring in bad spots on the outer portion of the wharf.

The work was done under agreement with E. Côté & Cie, at the rate of $24 per thousand feet board measure of flooring in place, plus minor extras for other repairs.

M'GREGOR'S CREEK.

McGregor's Creek, runs through the city of Chatham, Kent county, and empties into the Thames river. In the year 1882, dredging was performed by the government which necessitated subsequent protection of the banks by sheet-piling, and said sheet-piling has had to be maintained.

At the last session of parliament, the sum of $7,100 was voted for the renewal of bank protection, and on April 7, 1909, authority was received to expend the sum of $3,200 in renewing sheet-pile protection work (in rear of properties owned by Mr. W. F. Smith and others), which had become badly decayed and was slipping into the creek.

Arrangements were made with Mr. John Flook, of Chatham, to supply all necessary material and construct the work, for the sum of $20 per running foot. Operations were commenced on May 6 and were completed about July 6 following, and consisted in the removal of a length of 157 feet of the old sheet-piling, together with a large amount of filling and rubbish in rear of same, and the substituting with close sheet-piling, consisting of 10-inch by 10-inch white oak main piles, 28 feet long driven at 10-foot centres with 8-inch by 8-inch Georgia pine sheet-piles 28 feet long between main piles, double waling built on top and bottom of piling, and the whole tied back with 1¼-inch round iron rods to 9 reinforced concrete anchors 4 feet by 6 feet by 1 foot 6 inches located in solid ground from 40 to 65 feet in rear of the piling. All piling was driven to penetrate to underlying hardpan and was cut off at a height of 10 feet above ordinary water level. It was then treated, above ordinary water level, with two coats of carbolineum avenarius supplied by the department. The work performed has provided great protection to the buildings in rear. With the renewal of 188 feet during the coming season of piling the whole of the pile protection work in this creek will be left either new or in excellent condition.

On May 27, 1909, authority was given to expend the whole of the grant voted during the previous session, and arrangements were made with Mr. John Flook, of Chatham, to continue the renewal of the sheet piling on the south side and at westerly end of this creek, at the same price at which similar work was performed by

him during the previous season, *i.e.*, $13.50 per running foot, which included the providing of all necessary material and labour.

This work was performed between August 30 and October 29, 1909, and consisted of the removal of 270 lineal feet of old piling, and substituting the same length by 8 inches by 8 inches Georgia pine sheet piling 28 feet long, extending to a height of 10 feet above water level with double 9-inch by 12-inch upper waling and double 8-inch by 8-inch lower waling; the whole tied back at intervals of 10 feet with double 1¼-inch round iron rods to white oak anchor piles 22 feet long, securely driven approximately 15 feet in rear of sheet piling. The timber work, above water level, was treated with two coats of carbolineum avenarius, which was furnished by the department. The whole work presents an excellent appearance and has already proved of great protection against freshets.

The total expenditure during the fiscal year, 1909-10, is $7,058.84.

MALLORYTOWN.

Mallorytown, Leeds county, is a small town on the main line of the Grand Trunk railway, and is distant 14 miles west of Brockville. Population, 350.

On June 15 last, authority was given to expend the sum of $3,500 in repairs to the wharf by day labour.

Work was performed from September 1 to November 5, when it closed for the season.

The work consisted in the extension of the existing wharf for a length of 46 feet and a width of 16 feet, some 26 feet of which is to have concrete superstructure, also the removal of the old 'L' some 49 by 12 feet, which had been wrecked by the ice shoves.

In doing the work some 17,350 feet B.M. pine, 8,318 lbs. iron, 26 cubic yards concrete blocks complete, and 110 cubic yards of stone were used.

Total expenditure for fiscal year, 1909-10, is $2,789.72.

MIDLAND (TIFFIN).

Midland (Tiffin), Simcoe county, is a town of some 5,000 inhabitants, situated on an arm of the Georgian Bay. It is the terminus of the Midland division of the Grand Trunk railway. Large quantities of lumber are shipped from this place, and there is a large smelter in operation.

Including Tiffin, there are three large grain elevators having a total capacity of four million bushels of which the Grand Trunk Pacific railway elevator has two million and the others one million each.

At the last session of parliament, the sum of $125,000 was appropriated for dredging at Tiffin, and on May 4 last, authority was given to proceed with the work, same to be performed by the Canadian Dredge and Construction Co., at the following prices per cubic yard, scow measurement: Boulders, $2.25; other material, 29 cents; bucket measurement, boulders, $1.75; other material, 22 cents.

Work was commenced May 6, and suspended for the season November 16, and consisted in dredging in slip to Grand Trunk Pacific elevator, the outer portion of which is 1,600 feet in length, varying in width from 276 feet to 312 feet, also dredging a slip 500 feet in length, immediately in front of the elevator, 80 feet in width, all to a depth of 25 feet.

During the season, the dredges removed some 41,324 cubic yards of rock and 150,024 cubic yards other material.

Total expenditure for fiscal year, 1909-10:—

To be paid Canadian Dredge and Construction Co....	$136,526 46
To paid inspection.....	555 03
	$137,081 49

MONETVILLE.

Monetville, Nipissing district, is the centre of a prosperous farming region on the west arm of Lake Nipissing. The village is located on Shanty lake, 4 miles beyond the head of Lake Nipissing navigation.

Owing to the insufficiency of amount authorized (1,000 from Harbours Generally, Ontario) to complete the rock cuts near Monetville, and the proposed improvement of French river dams, regulating Lake Nipissing levels, this work has remained in statu quo during the past season.

An outstanding account of $20.60 for freight on goods purchased in 1908-9 was paid. Timber ordered in March was sawn in July, at a cost of $96.84. Maintenance of plant and minor work cost $30.25, part of which was paid ($22) with supplies on hand and not required.

NAPANEE.

Napanee, Lennox and Addington county, is situated on the Napanee river, some 6 miles from where it empties into the Bay of Quinte. A number of manufactures are located at this place. Population, 3,200.

On September 2 last, authority was given to have the Windsor Dredging Co. perform certain dredging on this river at the rate of 14 cents per cubic yard, scow measurement, for which the sum of $3,000 was authorized.

Work was commenced September 9 and completed October 6, and consisted in dredging to a depth of 12 feet below low water at various points in the river where most required; the cuts varying in width from 25 to 75 feet. The upper cut is 1,600 feet in length and 25 feet width and the lower one is 750 feet in length by 75 feet width.

The dredge removed some 20,000 cubic yards of other materials.

An old wreck lying in the channel was removed.

Total expenditure for fiscal year, 1909-10, is $2,990.25.

NEWCASTLE.

Newcastle, Durham county, is situated on the north shore of Lake Ontario, 47 miles east of Toronto. It contains large woollen mills, a tannery and an implement factory. Population, 700.

The departmental dredge *Sir Richard* was at this place from November 10 to about November 19 and dredged one cut 365 feet long by 25 feet wide and about 3 feet 6 inches in depth and in so doing removed some 3,100 cubic yards of other materials, scow measurement.

OSHAWA.

Oshawa, Ontario county, is a town of some 5,000 inhabitants, situated on the north shore of Lake Ontario, on the main line of the Grand Trunk railway, 34 miles east of Toronto. It has a large number of important manufactures.

On June 15 last, authority was given to expend the sum of $600 in repairs to sheds by day labour.

Work was commenced December 1 and carried on till December 7, then from March 16 to 26.

The work consisted in repairing the sheds and the tramway to same also the decking of the wharf.

In doing this work some 13,444 ft. B.M. pine, 3688 ft. B.M. hemlock and 520 lbs. iron were used.

Total expenditure for fiscal year 1909-10, $583.28.

OTONABEE RIVER (PETERBOROUGH).

Otonabee River, Peterborough county, is an important waterway flowing through the town of Peterborough, emptying into Rice lake and connecting same with Stoney lake.

On August 12 last, authority was given to forward, for payment, all outstanding accounts in connection with the construction of the wharf on this river at the foot of Wolfe street, Peterborough. This wharf is 288 feet from the south end, and return at right angles to above 38 feet in length, 30 feet of the surface of which is 18 inches lower than surface of revetment wall proper and is used as a small boat landing.

Total expenditure for fiscal year, 1909-10, $605.17.

OWEN SOUND.

Owen Sound, Grey county, is situated at the mouth of the Sydenham river which flows into the head of Owen Sound, an arm of the Georgian bay. It is the centre of an extensive agricultural district, and is the terminus of the Grand Trunk railway branch of the Georgian Bay and Lake Erie division, also of the Canadian Pacific railway, Toronto, Grey and Bruce division. There are several lines of steamers running to and from Owen Sound.

On May 26 last, authority was given to expend the sum of $750 in dredging at the Canadian Pacific railway freight sheds, the work to be performed by Mr. A. F. Bowman at the rate of 25 cents per cubic yard, scow measurement.

The work was carried on from June 21 to 28, and consisted in the removal of a shoal spot alongside the Canadian Pacific railway freight sheds, on which vessels drawing about 17 feet of water touched.

In doing this work, some 2,950 cubic yards other materials were removed.

Some ten old piles that were in front of the government revetment wall were removed as they were a menace to vessels tying up alongside.

Total expenditure for fiscal year, 1909-10, is $800.

PELEE ISLAND (WEST DOCK).

Pelee Island is situated on the western end of Lake Erie, in lat. 41° 46′ N., long., 28° 45′ W., about 35 miles southeast from the mouth of the Detroit river, and 16 miles south of the town of Kingsville, Essex county. Population of the island, about 650. The products of the island are grapes, wine, fruit and farm produce. The soil is particularly rich and fertile. A large number of hogs are raised. Owing to the isolated position of this territory, the docks on this island are of very great importance and service to the inhabitants. A regular line of steamers calls between three and four times a week when weather permits. Deep draught fishing tugs call daily and carry a large amount of fish to the mainland. In addition to the exportation of the above-named products of the island, lumber, shingles, coal, flour, machinery and general merchandise were brought in over this dock. It is a port of entry. Traffic is increasing steadily. Maximum draught 11 feet.

At the last session of parliament, the sum of $5,500 was voted for the extension of west dock, and a contract for the sum of $4,800 was awarded on December 31, 1908, to Messrs. A. M. McCormick & Son.

Active operations were commenced on May 6, 1909, and work was completed on July 31 following, and consisted in the construction of close-faced cribwork, 50 feet long, 40 feet wide and 23 feet high, filled with stone ballast, and reaching to a height of 6 feet above L.W.L. at outer end, also a return of 10 feet on each corner was protected with 4-inch sheeting, as also with large angle corner iron plates. This work has already proved of great benefit to the surrounding district, and the amount of traffic over this dock is increasing annually.

Repairs to Warehouse, &c.

On July 21, 1909, authority was received to expend by day labour the sum of $400 in the building of an extension to existing warehouse, as the building was found to be much too small to accommodate the amount of material frequently handled over it. Work was commenced on August 2 and completed on October 21, 1909, and consisted in the construction of an extension 20 feet wide and 30 feet long to the warehouse. In addition, the greater part of the decking of the older portion of the dock was repaired and the whole dock left in good condition.

In the performance of these repairs and renewals some 5,534 feet B.M. of hemlock and pine timber, 263 pounds of iron and two and a half gallons of paint were used.

Construction of Embankment.

On June 29, 1909, authority was received to expend the sum of $2,800 in bank protection work at northerly end of this island, the work to be performed by the Chatham Dredging and General Contracting Company, of Chatham, Ontario, at the rate of 10 cents per cubic yard bank measurement, and which amount was subsequently increased by the sums of $1,600 and $500 on August 23 and October 6, 1909, respectively, making a total grant of $4,900. The work performed under the two last grants was at the rate of 6 cents per cubic yard, bank measurement.

The work performed consisted in the construction of 7,566 lineal feet of embankment, with an average height of 9 feet above ground level, width at base about 30 feet, and width across top of embankment 12 feet. Yardage entailed excavating and over-casting of 62,500 cubic yards of loam, sand and clay. Owing to the striking of a bone of rock, on the construction of the easterly embankment, which reaches to a level of abut 2 feet 6 inches above L.W.L., it was found necessary to have the dredge return and cut through from a point on westerly embankment, a distance of 1,500 feet, to the easterly embankment, in order to avoid the latter. It was found unnecessary to construct any embankment across the 200 feet where rock existed.

The construction of this embankment has proved of immense advantage in providing protection to the lands lying in rear, and which were, before construction of this work, suffering from the heavy seas which break upon the shore line of this island.

Total expenditure during the fiscal year, 1909-10, is $10,285.66.

PEMBROKE.

Pembroke, in the north riding of the county of Renfrew, is on the south shore of Allumette lake, which is part of the Ottawa river. It is an important station on the Canadian Pacific railway and of the Grand Trunk, 104 miles west of Ottawa. A steamer runs daily from Pembroke to Des Joachims, a distance of 45 miles. Population, 9,000.

For details of wharf construction, see annual report, 1906-7.

An automatic bell apparatus, protecting some 1,000 feet on both sides of the Albert street railway crossing (which is part of the dock approach), was erected by the Canadian Pacific railway company, in the fall of 1908, to comply with an order of the Board of Railway Commissioners, dated July 4, 1907, and amended May 3, 1909. The cost, $280.39, was refunded by the department, June 2, 1909. The Canadian Pacific railway is maintaining the apparatus at small cost. Bills are to be rendered periodically to the department.

PENETANGUISHENE.

Penetanguishene, Simcoe county, is a town of some 3,000 inhabitants, situated on the northwest peninsula of the Georgian Bay, formed between Nottawasago bay

and Severn river, 40 miles northwest of Barrie. It is the terminus of a branch of the Grand Trunk railway, and a large quantity of lumber is shipped from this place annually. It contains one of the largest tanneries in the Dominion, also a number of sawmills and other industries. It is a most popular summer resort.

On June 15 last, authority was given to expend the sum of $1,000 in repairs to the wharf by day labour.

Work was commenced September 6, and completed September 23.

The work consisted in the construction of an addition of pilework 18 by 64 feet on which it is proposed by the town to erect a small warehouse.

In doing this work some 10,689 feet B.M. pine, 609 lbs. iron and 690 lineal feet of piling were used.

Total expenditure for fiscal year, 1909-10, is $685.20.

POINT EDWARD.

Point Edward is situated at the head of, and on the easterly side of the St. Clair river, in the county of Lambton, adjoining the town of Sarnia, and is 61 miles west of London. It is the terminus of the Grand Trunk railway. It is a port of entry and is the principal port of call for the five steamers of the Northern Navigation Company which load and unload at the spacious Grand Trunk Railway Company's freight sheds. An extensive unloading plant is in use at this place, in connection with the unloading of iron ore for the Hamilton Iron and Steel Works. The amount of ore brought from the upper lake ports during the season of 1909 was approximately 300,000 tons. The large Grand Trunk elevator handled, during the season of 1909, aproximately two and a half million bushels of grain. An enormous amount of package freight is handled by the Northern Navigation Company, also a large amount of timber and coal were brought in during past season. The annual revenue has reached as high as $200,000.

Nearly all vessels entering this port have a draught of from 17 to 21 feet.

On June 1, 1909, authority was received to commence dredging, contract for same having been re-let to the Manley Company, of Toronto, at the rate of 18 cents per cubic yard, scow measurement, for all materials other than rock, and $1 per cubic yard, scow measurement, for rock. The expenditure was limited to $15,000.

Operations were commenced on June 3 and continued until August 11, 1909, when work was completed.

The work performed consisted of the dredging to a depth of 22 feet below L.W.L. on different locations opposite the docks and along a frontage of 3,700 feet, also opposite the area lying between the Cleveland-Sarnia dock and the Sarnia Lumber Company's dock to a depth of 16 feet below L.W.L. The completion of this work left a minimum depth of 21 feet below L.W.L. along the entire frontage of these docks with a greater depth on an average prevailing, and which work included the removal of the middle ground between the Point Edward docks and the deep water channel on westerly side of the river. The removal of this middle ground has been practically in progress for four years, and it is anticipated that the work performed during that period will eliminate, to a very great extent, the difficulty experienced in past years, through the rapid and regular accretions forming along the frontage of these docks.

In the performance of the above work, 82,234 cubic yards, scow measurement, of sand and gravel were excavated, at a total cost, during the fiscal year 1909-10, of $14,998.52.

PORT BRUCE.

Port Bruce is situated at the mouth of Catfish creek in the county of Elgin, on the north shore of Lake Erie and about 5 miles south of Aylmer. Population, 100. Principal industry is fishing, in the pursuance of which it ranks as an important place.

On June 15, 1909, authority was received to expend, by day labour, the sum of $400, in making general repairs to piers.

Work was commenced on October 14 and continued until October 30, 1909, when work was suspended owing to weather conditions; it was again resumed on December 1 and carried on, when weather permitted, until January 31, 1910, when grant was expended.

Owing to the rapidity with which the beach had made against the west pier it was found necessary to construct a timber breastwall on westerly side of said pier, 55 feet long and 5 feet high of 10-inch by 10-inch timbers to prevent sand from washing into the channel. In addition to the construction of the breast-wall, 70 feet of westerly dock in inner harbour was repaired and partially renewed.

In the execution of this work some 8,980 feet B.M. chestnut timber and 1,514 lbs. of iron were used.

Total expenditure during fiscal year 1909-10, is $399.56.

PORT ARTHUR.

Dredging.

Dredging was resumed by the Great Lakes Dredging Company between the Canadian Pacific railway wharf and the Canadian Northern railway elevators at places not down the full depth of 22 feet below zero of gauge, also in widening the channel to King's elevator, and the channel to the Atikoken Iron and Smelting works. The following dredges were utilized:—

No. 15, commenced on April 15 and completed work on May 29, having removed 46,757 cubic yards.

No. 5, commenced on April 24 and completed work on May 15, having removed 40,603 cubic yards.

No. 8 commenced on May 12 and completed work on May 22, having removed 18,177 cubic yards.

Dominion, commenced on May 4 and completed work on May 22, having removed 68,169 cubic yards.

The total quantity removed by these four dredges was 173,706 cubic yards, at a cost of $45,531.56, salaries of inspectors included.

The material removed was chiefly sand and clay, and the depth dredged was 22 feet in all cases.

On June 28, 1909, a contract was awarded to W. E. Phin to deepen the fish dock slip and dredge the channels to the Thunder Bay Elevator Company's dock.

Work was commenced on July 8 in the fish dock slip, and 21,637 cubic yards were removed and 1,975 yards cast. The depth dredged at outer end was 22 feet, and at the shore end, 17 and 14 feet only, sufficient to accommodate the smaller steamers. This slip is not completed, and further dredging will be done during the coming season. The material was clay, and sand with some boulders.

A channel was dredged from the south boundary of the Atikokan Smelter works southward, 180 feet in width and 900 feet in length, also in entrance channel to the Thunder Bay elevator, 180 feet in width and 1,100 feet in length; both channels were dredged to 25 feet. The material removed was clay and sand. In the channel alongside the elevator, it was necessary to do some casting, amounting to 17,350 cubic yards; this channel which is 1,400 feet in length and 140 in width, was only carried down a sufficient depth so that grain could be shipped from the elevator, which was completed last October.

Further dredging will be done there this season, as the material has washed into the channel, and from recent soundings, the average depth is only 17 feet.

The total quantity dredged by Mr. Phin is 294,770 cubic yards and 19,325 yards cast, and the expenditure, including inspector's salary, is $40,767.82.

Work closed down for the season on November 24.

Breakwater.

Work on the headblock was resumed on March 22; in all 13 cribs were completed and sunk into position; the first crib was placed on June 16.

The construction of the concrete superstructure was begun on July 30, and 685 lineal feet of superstructure was completed. Concrete footing blocks were laid an additional 315 feet further; 1,085 feet of concrete superstructure remains to be constructed. Total length, when completed, will be 2,770 feet.

Owing to the settlement that had taken place in the cribs placed, particularly in the last seven cribs, on account of the soft material upon which they rested, work was discontinued and closed down for the season in October.

1,800 feet of the old breakwater was removed.

The expenditure for the fiscal year ended March 31, 1910, is $107,306.60

During the past winter, soundings were taken over the areas dredged last season.

A survey of the shore line from King's elevator to the east boundary of the city was made and soundings taken every 100 feet over the proposed location of breakwater to protect the dry dock at Bear point.

Borings were also made over the second section of the new breakwater to ascertain the nature of the foundation.

FORT WILLIAM.

Fort William, a city of 22,000 inhabitants, is situated at the west end of Lake Superior, at the mouth of the Kaministiquia river, in the district of Thunder Bay.

It is the principal lake port on the north shore of Lake Superior and the termini of two transcontinental railways.

Through this port, the terminus of lake navigation, the bulk of the grain grown in the Canadian west passes on its way to the markets of the east.

56,583,104 bushels of wheat, 15,841,511 bushels of oats, 2,354,700 bushels of barley, 3,093,627 bushels of flax and 4,165 bushels of rye were shipped by vessel between April 1 and close of navigation, while large shipments were made during the winter by the all rail route to eastern points. Heavy shipments of package freight, merchandise and coal are received during the season of navigation, and despatched westward.

Dredging operations were resumed for the season of 1909-10, on May 17, when the dredge *No. 5* commenced work. Dredge *Dominion* started work on May 22, *No. 8* on [illegible] *No. 15* on June 8, *Enterprise* on June 8, and *No. 6* on June 18. These dredges have been continually at work except dredge *No. 15,* which was withdrawn on June 26, and returned on July 26.

The dredge *Frank* was added to the fleet on September 25, and the suction dredge *Enterprise,* having completed the scow trench to the Grand Trunk Pacific elevator, was withdrawn on October 30.

A change was made at the commencement of the season, whereby all dredging was carried to a depth of 25 feet instead of 22 feet.

The sections dredged over are as follows:—

Kaministiquia River.

Black's Elevator—

A section, 500 feet in length by 200 feet in width, was deepened in front of this elevator to allow boats to turn.

Canadian Northern Railway Dock—

One dredge cut was made along the face of this dock, removing a shoal area 500 feet in length by 30 in width.

Grand Trunk Pacific Dock—

One dredge cut was made along the face of this dock, 300 feet in length by 30 in width.

Western Terminal Elevator Dock—

One dredge cut 300 feet in length by 30 in width, was made along the face of the dock to permit steamers to load grain.

Grand Trunk Pacific Dock to Elevator 'D'—

The full width of the river from Grand Trunk Pacific dock to elevator 'D' was dredged over and deepened to grade, 25 feet below zero, being a length of 7,000 feet on an average width of 300 feet.

Opposite McKellar River—

A section 300 feet in length by 200 in width was deepened off the entrance to the river, removing shoal areas.

Canadian Pacific Railway Coal Dock—

One dredge cut 400 feet in length and 30 feet in width was made along the face of the dock, removing shoal areas which blocked steamers getting close to dock.

Two cuts were made opposite Canadian Pacific railway hard coal shed on south side of river, removing shoal areas, said cuts being 700 feet in length by 50 feet in width.

Mission River.

The river was deepened to grade from the junction with the Kaministiquia river to the shore line of Thunder Bay, being a length of two (2) miles 600 feet, on an average width of 287 feet.

Grand Trunk Pacific Basin—

A vast amount of work was done on this section, most of the dredges being continually employed in this locality. An area of 1,420 feet in length by 442 feet in width of solid bank was removed and the section deepened to grade. The balance of Mission basin, already dredged, was deepened to grade, being a length of 1,900 feet on an average width of 788 feet.

In order to enable boats to reach the Grand Trunk Pacific elevator, it was necessary to utilize a powerful suction dredge to bore a way through the stiff clay for the dipper dredges to follow and on October 1, as promised by the Honourable the Minister a channel was ready for navigation from deep water to the Grand Trunk Pacific elevator dock; this channel is 3,100 feet in length by an average width of 144 feet.

A total of 3,399,366 cubic yards of material, of which 34,560 cubic yards were rock, were removed from the areas above between May 17 and December 11, made up as follows:—

Kaministiquia River—	
Black's elevator	105,324
Canadian Northern railway dock	5,944
Grand Trunk Pacific dock	4,013
Western Terminal dock	4,417
Grand Trunk Pacific dock to elevator 'D'	334,534
Off McKellar river	11,082
Canadian Pacific railway coal dock	19,998
Mission River—	
From the river proper	1,059,951
G. T. Pacific basin	1,854,103
Total to March 31	3,399,366

Summary of cost—

Paid to contractors	$623,798 77
" inspectors	4,208 00
" justice of the peace	153 00
Total to March 31	$628,159 77

Mission River.

Wharfage.

Tenders were called for and a contract was let on May 11 for the supplying of 5,323,648 feet B.M. of timber required for Mission river wharfs. Up to March 31, there had been delivered, 4,106,438 feet, and the amount paid was $83,155.29.

Plans were exhibited and tenders were called for the construction of wharfs at the mouth of the Mission river. On September 7, a contract was awarded for the construction of some 4,906 lineal feet of cribwork, with concrete top, at the mouth of the river.

Work was commenced on August 26, and is still in progress. So far, twenty-two cribs are completed up to nineteen (19) courses and work is under way building up the balance of these cribs. As soon as the necessary dredging of crib seats is done, these cribs will be sunk in position.

The expenditure, on wharfage, for the fiscal year ended March 31, 1910, is $75,991.04.

Generally.

Work was carried on by the staff in marking, with iron posts, the turning points of all parcels of land expropriated for river widening.

During the winter, a complete survey of the harbour was made, and 22,000 soundings were recorded and plotted; work commenced on December 13 and completed on March 19.

PORT BURWELL.

Port Burwell is situated on the north shore of Lake Erie, in the southeasterly portion of the county of Elgin, being 51 miles, almost directly north, across the lake from Ashtabula and 16 miles south from Tillsonburg, where there are four railways for distributional purposes, viz.: the Canadian Pacific, the Grand Trunk, the Michigan Central and the Wabash. The population is about 500; the principal local industry being commercial fishing. There are four steam tugs, two naptha launches and three sail boats engaged in the business, with their compliment of crews, packers and associated trades. The principal object in keeping the harbour dredged and in repair is on account of the coal trade, which produces a large revenue. Apart from the necessary shipping connected with this coal trade, there is very little other business done in the harbour, except the fishing.

The report of the Department of Customs for the year ended March 31, 1909, states 'The customs revenue collected, including Ingersoll, Tillsonburg and Port Burwell, the latter being really the port of entry, was $160,908.16.'

The shipping apart from the coal ferry was as follows:—'To enter port, 13 Canadian steam vessels of 404 combined tonnage with crews numbering 79 men; 3 United States steam and 1 sailing vessels of 592 combined tonnage with 32 men. Those leaving port consisted of 14 Canadian steam vessels of 489 tons and 86 men, 4 United States steam and 1 sailing vessels of 866 tons and 41 men.'

The probabilities are that the revenue, from the coal trade, will not be as large this year as it was last, since the coal ferry ceased to run during December last.

On Sunday, December 12, the coal ferry *Ashtabula* ran aground while trying to enter, at a point about 600 feet out in the lake, and with the exception of being

shifted around by the seas and winds, she remained there until December 24, by which time she was brought into port by the Reid Wrecking Company, of Sarnia.

During the season, extensive dredging was done, made necessary on account of the entrance channel being completely filled with drifting sand which was swept in during fall and spring storms, and the inner harbour being filled to a greater extent than usual by the excessively heavy spring freshet which washed down the silty formation of the bed of Otter creek and settled in the wider expanse of the turning basin where the river current was modified. Three dredges worked during the summer season of 1909: the contract dredge *Edmund Hall* and the two departmental dredges *Quebec* and *Industry*. The *Edmund Hall* worked from October 1 to November 2, and removed 16,065 cubic yards of silty sand from the north end of the harbour and a shoal which was not completely moved by the *Industry* in the turning basin; from November 5 to 13, worked in the entrance channel, removing 2,647 cubic yards; the cuts are 30 feet wide and to a depth of 21 feet. The *Quebec* worked from April 27 to July 17, and the *Industry* from July 27 to October 6, in the inner harbour and out in the lake channel to a depth of 23 feet in the former and 25 feet in the latter.

It is practically impossible to keep the channel open until a structure be placed at the westward side to prevent sand drift; where the channel was dredged, last summer, to a depth of 25 feet, there is now only 12½ feet. The dredged areas overlapped and the same points were dredged as much as three times. Dredging to a depth of 25 feet, clay was removed to a limited quantity in the lake, the average depth down to clay being about 23 feet.

Repairs to Piers and Docks.

The whole of the superstructure, with the exception of the work built in 1906-7, as a retaining wall for the turning basin, are in a badly decayed condition and are easily damaged; their removal should be commenced at an early date, when the superstructure might be renewed with concrete, the work to be performed by day labour. During the past fiscal year, repairs were made to damage done by coal ferry *Ashtabula*, by the action of the seas and by the dredging plant. The piers were also strengthened in several places, at salient corners, by placing upright sheeting and iron straps on the outside, with stay posts and extra stone filling on the inside of the timber work.

The expenditure for the fiscal year ended March 31, 1910, is $21,892.02.

PORT COLBORNE.

Port Colborne, Welland county, is situated on the north shore of Lake Erie, about 20 miles west of the city of Buffalo, N.Y.; it is the terminus, on Lake Erie, of the Welland canal, and as such is of great importance in connection with grain transportation and other freight from the west to the St. Lawrence ports.

On October 1 last, authority was given to expend the sum of $400 in making temporary repairs to the headblock of the east breakwater which had been severely damaged by the Str. *Glenellah* having collided with it on August 1 last.

The work was performed by Mr. M. J. Hogan and consisting of grouting the rents and cementing together the large fragmentary portions of the injured structure as well as making some renewals to the outer face of breakwater.

In doing this work, some 28 bags cement, 6 cubic yards of sand, 6 cubic yards stone, 400 pounds iron and 720 feet B.M. pine were used.

Work was carried on October 23 to November 1.

Total expenditure for fiscal year 1909-10 is $139.70.

PORT FINDLAY.

Port Findlay, district of Algoma, is situated on the north shore of Lake Huron about 5 miles below the entrance of St. Mary's river and 30 miles from Sault Ste. Marie.

On June 15 last, authority was given to expend the sum of $1,150 in repairs to the wharf by day labour.

Work was carried on from August 1 to 14, and consisted in levelling up and replanking wharf and renewing foundations under warehouse. The warehouse is 30 by 20 feet and the timber portion of wharf 37 by 137 feet with a stone approach 20 by 190 feet in length.

In doing this work, some 10,432 feet B.M. hemlock, 226 lineal feet hemlock, 864 feet B.M. oak, 14,200 feet B.M. tamarac, 266 lineal feet pine, and 239 bolts were used.

Some repairs were also made to the stone approach and in doing this work some 31 cubic yards of stone filling and 6 cubic yards of gravel were used.

Total expenditure for fiscal year, 1909-10, is $1,147.89.

PORT HOPE.

Port Hope, Durham county, is situated on the north shore of Lake Ontario, 63 miles east of Toronto, on the Grand Trunk railway. The chief trade is in lumber and grain. It has a number of important industries. Population, 5,000.

On June 2 last, authority was given to expend the sum of $6,160 in dredging, the work to be performed by Mr. W. E. Phin, at the following prices per cubic yard, scow measurement: rock, $2.40; other materials, 22 cents.

Work was commenced June 5 and completed June 26.

The work consisted in dredging at the entrance to the piers to a depth of 12 feet and a width of 125 feet and a length of 175 feet, also two shoal spots, one about 50 by 50 feet and the other about 170 feet and an average width of 25 feet, all to a depth of 12 feet.

In doing this work some 26,716 cubic yards of other materials were removed.

On June 15 last, authority was given to expend the sum of $3,400 in repairs to the piers by day labour.

Work was commenced September 7 and carried on till December 21 and then from March 15 to 31.

The work consisted in the placing of large stone along the east side of the east pier for a length of 395 feet and a width of 15 feet also along the lake shore for a distance of 50 by 12 feet in width, and the renewal of 175 feet of the decayed portion of the east pier on the east side of the harbour in concrete, and renewing the decking, where necessary.

In doing this work some 12,831 feet B.M. pine, 8,000 feet B.M. hemlock, 200 lbs. iron, 53¼ cubic yards of concrete blocks complete, 80 cubic yards stone and 575¾ tons stone were used.

Total expenditure for fiscal year, 1909-10, is $9,340.95.

PORT ROWAN.

Port Rowan, Norfolk county, is situated on the north shore of Lake Erie, in the inner bay of Long Point, and is 21 miles from the town of Simcoe. Population, about 1,000. It is a favourite summer resort and a considerable quantity of fish is shipped over the dock.

On June 15, 1909, authority was received to expend, by day labour, the sum of $500 in performing necessary repairs required to pier.

Work was performed between July 5 and 31, and consisted in the removal and renewal of face timbers where required; the renewal of a continuous length of 125

feet of decking of pier with 3-inch pine and chestnut; the repairing and renewal of other portions of decking of pier; five cords of stone were placed along east face of approach, and the wall along the west face renewed. All new timbers were given two coats of carbolineum avenarius. The completion of this work left the pier in good condition.

Total expenditure during the fiscal year, 1909-10, is $499.27.

PORT STANLEY.

Port Stanley is an important harbour of refuge, situated on the north shore of Lake Erie, at the mouth of Kettle Creek, in the county of Elgin, 8½ miles by rail south of the city of St. Thomas, and 23½ miles south of the city of London. It is the termini of the Père Marquette railway and of the Southwestern Traction Company Electric railway. It is a favourite summer resort. Population about 750 inhabitants, which is largely increased during the summer months.

A large coal ferry, owned by the Lake Erie Coal Company, of Walkerville, Ontario, and carrying 30 cars, each of a capacity of 100,000 lbs., plies between this port and Conneaut, Ohio, making, on an average, two round trips every 30 hours. During the season of 1909, some 35,000 tons of steel, 9,000 tons miscellaneous and 389,000 tons of coal were brought into this port by this car ferry. It is a port of entry and the revenue collected during the past fiscal year amounted to $82,219.67. It is the most important fishing point on Lake Erie, some 10 tugs and 5 sailing boats being engaged in this work. During the season of 1909, fish, approximating in value of $100,000, were caught and shipped while an additional large amount of fish were shipped by fishermen located at Port Bruce, and adjoining points.

It is a regular port of call for two lines of steamers carrying passengers and considerable package freight. There is a small grain elevator which, during past season, handled about 100,000 bushels. The maximum draught of vessels entering the port is about 17 feet.

In addition to the materials already mentioned, the imports also consist of timber, ties, fence posts and general merchandise. Trade at this point is steadily increasing.

At the last session of parliament, the sum of $7,100 was voted for the construction of six groynes on the easterly side of this harbour.

On February 1, 1909, a contract was awarded to Mr. John H. Smale, of Port Burwell, Ontario, for the construction of these groynes, for the sum of $6,535.

Work was in progress at the beginning of the fiscal year and was completed on December 31, 1909, and consisted in the construction of 6 groynes, each built of a close-faced crib, 60 feet long, 10 feet wide and 6 feet high, of 12-inch by 12-inch timbers, resting on clay bottom and filled with stone ballast; from the inner end of 5 of the groynes to the high bank in rear, an average distance of 18 feet, a line of 3-inch sheet piling was driven to refusal in clay. A 4-inch by 10-inch waling is spiked along the outer top edges; each line of sheeting is backed with stone filling 3 feet wide, reaching from the clay to the top of the sheeting. The area within the stone fillings is filled with coarse gravel. 1-inch tie rods tie the two rows of sheeting together at three points. The length of the shore, thus protected, is approximately 4,400 feet and the protection to this shore line derived from the construction of these groynes has been very marked, practically no erosion having occurred to the bank since the groynes were constructed, and the beach, adjoining most of the groynes, having made as much as 40 feet at one point.

An additional groyne was built in this location some two years ago by Mr. W. K. Cameron, of St. Thomas, Ontario, and was paid for by the government; cost, $450. This groyne was built of a close-faced crib 80 feet long, 8 feet wide and averaging 6 feet high and filled with stone ballast.

The total expenditure during the fiscal year, 1909-10, is $7,636.86.

Repairs to Piers, &c.

At the last session of parliament, the sum of $38,000 was voted for harbour improvements. On March 1, 1909, verbal authority was given to expend the sum of $900 by day labour, to complete the renewal of a portion of westerly pier, and which work was then in progress, it being understood that the payment for materials and labour would be made as soon as the expenditure of the grant voted was authorized.

On June 3, 1909, authority was given to proceed by day labour, with repairs and renewals required to works in the harbour, expenditure to be limited to $14,000.

Work was in progress at the beginning of the fiscal year and was continued throughout the fiscal year, and consisted of the removal of 84½ lineal feet of westerly pier, and the renewal with substructure, consisting of oak piles 28 feet long, driven 5 feet centres with intermediate tamarack or oak piles of same length; these piles were cut off about 5 inches below L.W.L. and fastened by screw bolts to an inner and outer 6-inch by 10-inch white oak waling. The piles were then tied back by 1½-inch round iron tie rods to anchor piles securely driven 21 feet in rear of the piling and at intervals of 10 feet. The front wall of the new structure rests on the former row of piles. The foundation for the rear wall of the structure, which is 16 feet wide, consists of six posts driven at 5 feet centres and cut off below L.W.L. The superstructure consists of reinforced concrete walls 12-inches thick and built to a height of 5 feet 10 inches above L.W.L., with reinforced concrete 12-inch by 8-inch cross-ties; the whole filled with stone ballast and a granolithic floor 6 inches thick laid over the surface of the dock. This work presents an excellent appearance and is to be extended during the coming season.

Additional work to this pier was as follows:—

Outer 150 feet of pier was removed by government dredge *Industry* after superstructure of same had been stripped by day labour. Four clusters of spring piles were driven on the west side of and towards the outer end of this pier; 30 feet of the extreme outer end of pier was rebuilt from below water level up and anchored back with 1½-inch iron tie rods, stone ballast and decking replaced. Three reinforced concrete snubbing posts were erected while three old snubbing posts were reset; 1,900 feet of decking of docks was repaired, using 11 M. feet B.M. of timber; and the government warehouse was also repaired.

Work performed on easterly pier was as follows:—

Outer end of pier repaired and partially renewed from 2 feet below water level up; 90 lineal feet of inner end of pier which was badly decayed was stripped and rebuilt from water level up; face timbers and cross-ties of 12-inch by 12-inch hemlock, and covering with 3-inch pine planking laid on suitable joists. Other minor repairs made, including renewal of a small amount of stone filling. In addition, seven cords of stone rip-rap was placed along the toe of the breastwork on west side of approach to east pier, other minor repairs were performed including the stripping of the greater portion of 150 feet of west pier in preparation for the renewal of same.

In the performance of the above work, some 55,215 feet B.M. yellow pine and hemlock, 700 feet B.M. of white oak, 3,876 lineal feet of white oak timber, 13,345 lbs. of iron, 352 bbls. of cement, 288 tons of stone and 28 cords of gravel were used.

All new timber was treated with two coats of carbolineum avenarius.

Sheet-pile Protection Work.

On July 2, 1909, authority was given to expend a sum not to exceed $5,000, in the construction of close-pile protection work, of approximately 250 feet of inner face of westerly pier, and an arrangement was made with Mr. Roy Miller, of Port Stanley, Ont., for the performance of the work, at the rate of $18.75 per running foot. Such price included the providing and driving on inner face of westerly pier of close-sheeting of long leafed yellow pine 28 feet long and 8 inches thick, with two outer

8-inch by 10-inch yellow pine walings securely fastened to piling with screw and drift bolts, and the whole tied back securely with double 1-inch round iron tie rods to anchor piles of white oak, 20 feet long driven in rear of sheet piling, and at intervals of 10 feet. The sheet-piling was cut off level with the original height of pier and the decking was re-levelled to this height and left in first-class condition. In re-levelling this pier, wherever decking taken up was found to be unsound, new material was substituted by the contractor. 216½ running feet of this piling was actually constructed and the decking in rear of same re-levelled and partially renewed, while one extra anchor pile was supplied and driven and 61 additional feet of pier was re-levelled and flooring of same renewed by the party who constructed the sheet-piling.

Breakwater.

At the beginning of the fiscal year, the breakwater was not completed, under the contract which was awarded to Messrs. Haney & Miller, of Toronto.

Operations for the season were resumed on April 21, 1909, and the whole work was finished on July 14 following. Between these dates, the work performed consisted particularly of the placing of a few iron plates on the outer face of breakwater. This structure presents a solid and good appearance, and has already proved itself impervious to heavy gales which so frequently occur on this lake.

Dredging.

Between October 4 and 8 last, the government dredge *Ontario* was employed in dredging at entrance to the car ferry slip, also in inner harbour, and from October 14 until November 30, 1909, the government dredge *Industry* was employed in excavating in inner harbour, to a depth of 19 feet below L.W.L., the widening and deepening of outer entrance to harbour of an area approximately 925 feet long and 115 feet wide, to a depth of 21 feet below L.W.L., as also in the removal of 150 feet of outer end of westerly pier. The stone removed from this latter work was utilized as rip-rap along the outer face of breakwater, and where erosion was found to have occurred. On March 23, 1910, the government dredge *Industry* resumed operations at northerly end of inner harbour, dredging to a depth of 16 feet below L.W.L. and was still at work at the end of the fiscal year. A small portion of the material excavated was dumped along inner and outer faces of breakwater for protection to same. 82,236 cubic yards of clay and sand were removed.

The total expenditure on 'harbour improvements' (excepting dredging) during the fiscal year 1909-10, is as follows:—

Repairs to piers, &c.	$ 8,956 52
Construction of close sheet-piling of westerly pier, &c.	4,267 02
Breakwater	18,254 00
	$31,477 54

PORTSMOUTH.

The breakwater pier was repaired by replacing parts of the planking, stringers and wales.

The work was done by day labour at a cost of $538.84.

PROVIDENCE BAY.

Providence Bay, district of Algoma, is situated on the south shore of Manitoulin island, Lake Huron, about 12 miles northwest of Michael's bay, 30 miles by road from Manitowaning and 25 miles from Gore bay. Population, 300.

It has a large saw-mill and is a fishing station of considerable importance and is one of the principal ports on the island at which all local steamers call.

On July 12 last, authority was given to expend the sum of $200 in repairs to the stone approach to the wharf by day labour, also on June 7 last, authority was given to expend the sum of $300 in the construction of a warehouse on the government wharf by day labour.

The work on the approach was commenced August 23 and completed September 30 and consisted in repairing the stone approach for a length of 80 feet.

The work on the warehouse was commenced October 25 and completed November 30, and consists in the construction of a warehouse 11 feet 8 inches by 52 feet.

In doing the above works, the stone for the approach was secured without cost and for the warehouse some 5,000 ft. B.M. hemlock, 182 lbs. iron, 7,000 shingles and 6 squares of metallic sheeting were used.

Total expenditure for fiscal year, 1909-10, is $467.17.

RAINY RIVER.

Rainy river, in the district of Rainy river, runs from Rainy lake to Lake of the Woods, a distance of some 30 miles, and forms the boundary line between Ontario and Minnesota. The river has an average depth of some 18 feet, but shoal water obstructs the outlets, of which there are two, one past Oak point, which was the main channel, and the other, back of the sand hills, Sable island, near Burton island.

Lumbering is the principal industry of this section, and logging operations are carried on between Rainy river and Kenora on Lake of the Woods.

Authority was given to proceed with dredging in this locality, removing shoal areas which obstructed entry to towing channel, to a depth of 10 feet below low water level. Operations were commenced, back of the sand hills, near Burton island, on July 26, when the dredge *Moose,* of the Rainy River Dredging company, started work.

Operations were carried on until October 16, and consisted in the removal of three cuts 2,400 feet in length, and 57,134 cubic yards of sand and clay were removed, giving a channel depth of 10 feet below low water level. Work closed down for the season on October 16.

During the winter, a survey of the towing channel, back of the sand hills, was made, commencing on January 11, and was completed on March 26. Soundings were recorded over a width of 600 feet and on a length of 34,720 feet, being from Burton island to connect with survey made last year; some 10,000 soundings were taken and plotted.

The expenditure for the fiscal year ended March 31, 1910, is $16,947.10.

RICHARD'S LANDING.

Richard's Landing, district of Algoma, is a small village on the north shore of St. Joseph's island, Georgian Bay, distant 9 miles by water from Desbarats, the nearest railway station. Population, 350.

At the last session of parliament, the sum of $1,700 was appropriated for repairs to the wharf, and on May 27 last, authority was given to proceed with the work by day labour.

Work was commenced July 13, and completed November 18.

The work consisted in the construction of an addition to the west end of the old wharf 62 by 35 feet of cribwork and spaces composed of 4 cribs 12 by 20 feet, two of which are 14 feet in height and two 16 feet in height. The cribs and spaces have been covered with decking.

In doing the above work, some 7,300 feet B.M. hemlock, 3,960 feet B.M. balsam, tamarac, pine and hemlock, and 100 lbs. iron were used.

Total expenditure for fiscal year, 1909-10, is $1,700.60.

RIVER ST. LAWRENCE.

Canadian Channel.

The work of improving the Canadian or middle channel of the St. Lawrence in the vicinity of the Fiddler's Elbow, between Brockville and Gananoque, was continued during the past fiscal year. Blasting and removing rock, to a depth of 16 feet, was carried on from April 1 to December 21, when work was shut down for the winter, and renewed in March, 1910. The quantity of rock to be removed is 29,400 cubic yards, 23,000 yards of which is at the Elbow. The work is being done under contract at the rate of $3.95 a yard, in place. To date, 2,300 cubic yards have been removed, and 1,500 lineal feet of drilling, over an area of 3,750 square feet, have been blown but not yet removed.

ROCHE'S POINT.

Roche's Point, York county, is a small summer resort on the west shore of Cook's bay, an arm of Lake Simcoe.

On March 20 last, authority was given to expend the sum of $150 in making repairs to the wharf by day labour.

Work was commenced June 24, and completed July 3, and consisted in repairing the stone approach and placing heavy stones along the westerly or most exposed face.

In doing the above work, some 20 cubic yards of stone were used.

Total expenditure for fiscal year, 1909-10, is $146.42.

RONDEAU.

Rondeau, Kent county, is an important harbour of refuge, and port of entry, situated on Pointe Aux Pins, about 19 miles south of the city of Chatham and 45 miles west of Port Stanley. It is a favourite summer resort and the terminus of the Sarnia and Rondeau branch of the Pere Marquette railway. Population, about 100.

In the inner harbour and at westerly side along coal dock, a modern and extensive coal handling plant is used by the Lake Erie Coal company for unloading coal from their boat which runs regularly between this point and Conneaut, Ohio. During the past season, 165,000 tons of coal was brought in by this company, and on the greater portion of which a duty of 53 cents per ton is collected.

It is a port of call, during the summer season, for the passenger steamer running to Cleveland. Fishing tugs work from this point.

At the last session of parliament, the sum of $25,000 was voted for harbour improvements, and on March 26, 1909, a contract was signed by Mr. Wm. Bermingham, of Kingston, for the sum of $229,000 for the construction of 1,000 feet of breakwater pier, consisting of close-faced timber cribwork substructure, filled with stone ballast, and mass concrete superstructure.

Active operations were commenced on February 22, and were in progress at the beginning of the fiscal year and continued throughout the season until November 3, 1909, when work closed down for the winter. During that time, all of the stone and iron required for the work and the greater portion of the timber were secured and piled on the site of the work. All necessary arrangements are being made by the contractor to push the construction of this work during next season; it being anticipated by the end of next season all of the substructure will be built and be thus given the winter of 1910-11 to settle.

Dredging.

On June 1, 1909, authority was received to proceed with dredging at this point, expenditure to be limited to the sum of $5,940, and work to be performed by the Cape Breton Dredging company, of Toronto, at the price of 33 cents per cubic yard, scow

measurement, for all materials except boulders. This grant was supplemented by an additional grant of $5,800 on July 8 last. Active operations commenced on June 3, and ceased on July 28, during which period 35,000 cubic yards of clay, sand and gravel were excavated.

The work performed consisted of the dredging of a channel at outer entrance to piers 150 feet wide, with an average length of 400 feet, and to a depth of 21 feet below L.W.L., also the partial dredging of a turning basin in inner harbour to a depth of 20 feet below L.W.L.

Repairs to Piers.

On May 26, 1909, authority was received to expend by day labour the sum of $350, and which amount was subsequently increased by an additional $275 on November 18, to perform urgent repairs required to piers.

Operations were commenced on June 3 and were carried on intermittingly throughout the fiscal year.

Work done consisted of the repairing of a length of 38 feet of outer end of easterly pier; the repairing of a length of 305 feet of timber breastwork on easterly and lake side of east pier, repairing and sheet-piling, four mooring posts, cable and spring piles, and the removal and renewal of decayed face timbers of westerly pier. In addition, further repairs were again made to the outer end of easterly pier which was damaged a second time during latter part of season 1909. General repairs to the decking of both piers were likewise performed.

In the performance of the above work, some 2,266 feet B.M. of pine, oak, and fir timber, 678 lbs. of iron and 1½ cords of stone were used.

The total expenditure during the fiscal year 1909-10, is:—

Breakwater	$23,806 29
Dredging	11,732 49
Repairs to piers	625 00
Total	$36,163 78

ROSSEAU.

Rosseau, district of Muskoka, is a popular summer resort at the northerly end of Lake Rosseau. It is largely patronized by tourists.

On July 8 last, the sum of $533 was authorized to be expended in making repairs to the wharf by day labour.

The work was carried on from September 20 to November 24, and consisted in re-planking the northerly pier for a length of 120 feet of which 80 feet is 18 feet in width and the remainder has an average width of 30 feet. The crib at the outer end of the north pier was moved back into place and entirely filled with stone, also a hollow spot at rear of warehouse was filled.

In doing this work, some 12,197 ft. B.M. pine, 370 lbs. iron, 16½ cords of stone and 5 loads of earth were used.

Total expenditure for fiscal year, 1909-10, is $464.92.

ROSSPORT.

Rossport, Thunder Bay district, is a village of 200 inhabitants on the main line of the Canadian Pacific railway, 14 miles west of Schreiber, on the north shore of Lake Superior. It has a fine natural harbour. The chief industry is fishing.

On July 20 last, authority was given to expend the sum of $250 in the construction of a warehouse on the government wharf by day labour.

Work was commenced September 16 and completed September 23, and consisted in the construction of a building 16 by 20 feet.

In doing the above work, some 2,658 ft. B.M. pine, 65 lbs. iron and 14 squares of metallic siding were used.

Total expenditure during fiscal year, 1909-10, is $153.80.

SAUGEEN RIVER.

Saugeen river empties into Lake Huron, at a point about 32 miles from Walkerton, and about 43 miles from Sarnia. At the mouth of the river is situated the thriving town of Southampton. The harbour situated at the mouth of this river is utilized by a large number of deep draught fishing tugs; it is also an important harbour of refuge. Maximum draught of vessels about 10 feet. A very large amount of fish are shipped annually from this point.

On June 15, 1909, authority was received to expend by day labour, the sum of $500 in making repairs to piers at the mouth of the Saugeen river.

Work was commenced on July 5, and was practically completed on October 30, 1909, and consisted of the renewal of broken planks on the deck of north pier as also deck capping; the renewal of a few face timbers and of a large quantity of gravel and stone filling which had been washed out at inner end of north pier, where erosion had occurred; a breastwork of 3-inch hemlock sheeting, 8 feet long, was run from the inner end and on river face of pier into the adjoining bank to the eastward to avoid possibility of river breaking through at this point during freshet season. This sheeting was well backed with heavy boulders. A few places on south pier where signs of erosion were evident were filled in with brush, gravel and stone.

Departmental scow was repaired with pine, caulked and painted in March, 1910. The work done left these piers in good condition. Some 4,815 feet B.M. of timber, 716 lbs. of iron and 120 loads of stone were used in the performance of the above work.

Total expenditure during fiscal year, 1909-10, is $498.54.

SAULT STE. MARIE.

Sault Ste. Marie, district of Algoma, is situated at the head of St. Mary's river, which connects Lake Superior with Lake Huron. Population, 10,500. It is on the main commercial route from the Great West to the seaboard. The tonnage passing through the 'Soo' canals during 1908 amounted to some 9,594,941 through the Canadian lock and 21,487,499 through the American locks.

On April 29 last, authority was given to expend the sum of $150 in repairs to the wharf and warehouse by day labour, and same was commenced about the middle of May and carried on at intervals until November 19 and consisted in repairing the decking of the old wharf and papering and painting office and waiting-room, also repairing the plumbing and providing some new lights.

In doing this work, some 2,000 feet B.M. hemlock plank, and 22 loads of gravel were used.

At the last session of parliament, the sum of $55,000 was appropriated for dredging, and on April 17 last, authority was given to proceed with the work, which was to be performed by Mr. A. F. Bowman at the following prices per cubic yard, scow measurement: Rock, $3.15; boulders, $1.50; other materials, 57 cents.

This work commenced April 17 and closed for the season on November 9.

The work consisted in the construction of a channel 200 feet in width extending from the government wharf westerly until it intersects the ship channel to the canal on the Canadian side, also the removal of a number of shoal spots in the approach to the government wharf from the east.

During the season some 20,252 cubic yards of rock, 1,064 cubic yards boulders and 2,250 cubic yards of other materials were removed.

Total expenditrue for fiscal year, 1909-10, is:—

Repairs	$ 163 47
Dredging	71,505 91
	$71,669 38

SEVERN RIVER.

Severn river, Ontario county, flows from the northerly extremity of Lake Couchiching to the Georgian bay.

There are two stop-log dams on the river at Washago, one of which required four new stop-logs which were duly provided.

Total expenditure for fiscal year, 1909-10, is $39.98.

SHEGUINDAH.

Sheguindah, district of Algoma, is situated on the north shore of Manitoulin island at the entrance to Haywood Sound and at the west end of Sheguindah bay. The village is 6 miles south of Little Current and 16 miles north of Manitowaning.

On June 15 last, authority was given to expend the sum of $500 in repairs to the wharf by day labour.

Work was commenced September 10 and completed October 20, and consisted in filling in 78 feet with stone and raising the approach some 2 feet and renewing the decking where required.

In doing the above work, some 1,400 feet B.M. pine and 36 pounds iron were used. The stone used was secured free of charge.

Total expenditrue for fiscal year, 1909-10, is $500.29.

SILVER CENTRE.

Silver Centre, district of Nipissing, is on the west shore of Lake Timiskaming, 22 miles south of Haileybury. At this point a heavy traffic has been developed on account of the establishment of mines in the vicinity.

The landing head, on which construction was carried on September 15 to November 31, 1908, with the $4,000, voted in session of 1908, was resumed March 16, 1909, and completed April 16, 1909, before the ice broke up. It stood the ice shove remarkably well, considering that it is some 400 feet from shore, exposed to green ice fields moving with considerable wind fetch.

The expenditure (April 1-16) was $173.50.

During the period of extraordinary high water, the wharf was submerged (May 24-June 13). The danger light maintained cost $5.25.

Work was resumed August 3, and discontinued October 21. Outlay was $4,167.38 for the construction of freight shed; pile-work and rip-rap approach 345 feet long, 18 feet wide, and two pile-work ice-breakers 18 by 20 feet.

Owing to the stage of water surface, some bracing and the ice aprons were not placed till February 18-28, 1910, when the material already on hand was used. Iron plate was also placed on S.E. corner of landing head. Outlay for 1910, $290.94.

From the time work was discontinued in the fall, till the close of navigation, namely October 22-December 17, 1909, a danger light was maintained at a cost of $5.70. The work was carried out by day labour.

Total expenditure, 1908-9-10, $9,125.41, which may be summarized as follows:—

Landing head with freight shed and ice-breaker	$5,000 00
Approach with two ice-breakers	4,125 41

SOUTHAMPTON.

Southampton is a prosperous town situated at the mouth of the Saugeen river, in the county of Bruce, and on the easterly shore of Lake Huron, 32 miles from

Walkerton, the county town; it is the terminus of the Grand Trunk railway, a harbour of refuge, and a port of call for steamers of the Algoma Steamship line. Population, about 2,000. It is a favourite summer resort. During the season of 1908, some 207 schooners, steam and tow barges entered this port; total tonnage of same being 24,889 tons, and the cargoes handled were composed of principally lumber, shingles, laths and ties. Maximum draught of vessels, about 16 feet.

At the last session of parliament, the sum of $6,000 was voted for the extension of and repairs to the town dock, and on May 27 last, authority was received to expend the grant by day labour.

Operations were commenced on June 10 and were continued until the end of the fiscal year.

Work performed, consisted in the stripping of 607 lineal feet of the north side of the inner end of dock, to a depth of one foot below L.W.L. where sound timber was reached. A grillage was built on this latter timber and then a concrete retaining wall four feet wide at the base, three feet wide at the top and with an average height of 6 feet 6 inches was constructed. The wall was built in 12-foot lengths of alternate blocks, the intermediate blocks being afterwards filled in. Proportions of material used in concrete were one of cement to six of gravel and sand to a height of 6 inches above water level, and one of cement to eight of gravel and sand from 6 inches above W.L. to the surface of the wall. Bolts of 1 inch round iron extended from the grillage up into the concrete, at each intersection of cross-tie and face and longitudinal timber. An 8-ineh by 10-inch timber waling was constructed on the face of the wall, along the outer 300 feet of its length; the wall was then backed with heavy stone filling and levelled off with gravel.

The railway track, which extends along this dock, was then thrown to the north side of the structure and 280 feet of the inner end of the south side of dock was then stripped to 1 foot below L.W.L., preparatory to starting construction of concrete wall similar to that built on north side.

There is a considerable amount of cement, gravel, &c., on hand which will be utilized in the finishing of the work. The completion of this work will leave an excellent permanent dock with a total length of 1,107 feet.

In the execution of the above work some 29,916 feet B.M. of pine, hemlock and hardwood timber, 4,830 lbs. of iron, and 549½ bbls. of cement were used.

Chantry Island Breakwaters.

On May 12, 1909, authority was received to expend by day labour the sum of $150 in making repairs required to breakwater piers, and which sum was on September 18 following, increased by $200.

Work was commenced on May 17, and ceased on June 8 following; it was again resumed on October 1 and completed on October 25, 1909, and consisted of renewing of 5,400 square feet of the decking of breakwaters, the renewal of 40 lineal feet of face timbers at water edge on south face of easterly breakwater, renewing of two cords of stone filling and two snubbing posts, together with other minor repairs.

Owing to the extent of these breakwaters, and their age, the question of maintaining the work, without a large expenditure, is a difficult one, while the importance of the breakwaters as a protection to the town dock, located to the south, is such that it is absolutely necessary to keep these breakwaters intact.

In performing the above work, some 8,048 feet B.M. of hemlock and hardwood timber and 715 lbs. of iron were used.

Total expenditure during the fiscal year 1909-10, is as follows:—

Town dock	$5,999 03
Chantry island	349 95
Total	$6,348 98

SOUTH NATION RIVER.

The South Nation river has an irregular course of 100 miles, and flows into the Ottawa river at Wendover, Prescott county. This river with its large water shed, running as it does through flat country, overflows its banks extensively during the spring and summer freshets. In 1900-2, one of the obstructions, the 'pitch-off,' was lowered. In March, 1908, Hagar's dam, at Plantaganet village, was purchased and removed. August 18-October 2, 1908, the shoal opposite the cemetery was lowered, August 26-November 27, 1908, the first cut at the 'pitch-off' was put through. Continuing to March 8, 1909, the second cut was blasted for about half its length.

This improvement was continued during the last fiscal year, when from July 14 to August 31, 1909, the second cut was completed, and the first cut further improved, at a cost of $2,021.79, by day labour.

The work in the second cut consisted in removing 1,324 yards (in situ) solid rock, thus making a second channel, varying from 65 feet to 85 feet in width, 390 feet long, and an average of 2 feet deep. The whole work to date, first and second cuts, provides a clear channel through half the obstruction.

The immediate effect when the cofferdam was taken out, was to lower the Plantaganet-Casselman reach some 2 feet. The increased section will prove of great benefit to the flood drainage of the water shed.

The plant, coal, &c., used intermittently on this work is stored on private property, at the nominal cost of $1 per month.

Expenditure for fiscal year ended March 31, 1910, is $2,055.61.

SYDENHAM AND CHENAL ECARTE RIVERS.

Sydenham river has its outlet in the Chenal Ecarte river, the passage between St. Anne island and the mainland. From its mouth to Wallaceburg is a large navigable stream, above this point it divides into two branches; north to Wilkesport 14 miles, and east to Dresden 15 miles.

Chenal Ecarte takes its rise in the River St. Clair and flows in a tortuous route in a southeasterly direction to within a short distance of Wallaceburg, where it joins the Sydenham river, then flows in a southerly direction into Lake St. Clair. With the exception of a few locations, the river is sufficiently wide and deep to permit canal sized boats, with a draught of 18 feet, to proceed from St. Clair river to the town of Wallaceburg. During the season of 1908, 193 vessels utilized this route; the number of vessels utilizing it during the past season was slightly in excess to that of 1908, maximum draught of same being 16 feet. It is used particularly for the importation of beets and raw sugar to the beet sugar factory at Wallaceburg, also for coal, wood, building materials, &c. The imports are rapidly increasing and figure as an important item in the large customs revenue collected at Wallaceburg.

By the improvement of the Chenal Ecarte river between Wallaceburg and the St. Clair river, it is anticipated that not only the quantity of material imported will be largely increased, but that a trade direct with the west over this route, will be established.

On September 16, 1909, authority was received to expend an amount of $2,500 in the improvement of the Sydenham river, dredging to be performed by the Manley Company, of Toronto, at the rate of 23 cents per cubic yard, scow measurement.

Work was performed between September 30 and October 7, 1909, and consisted in the removal of a small knoll close to the town of Wallaceburg, the widening of channel of river for a length of 550 feet in the vicinity of the junction of the Sydenham and Chenal Ecarte rivers, to a depth of 19 feet below ordinary water level; the removal of a portion of the point of land on the northern side of the Chenal Ecarte river, at Johnson's Bend, and which point makes a dangerous bend for vessels of any size to swing around.

Departmental arrangements have been made for the purchase of 200 feet of that portion of point on northerly side of river at Johnson's Bend required for improvements at that point. The intention is to have this, and other work required in this river, completed during the coming season by the government dredge *Ontario*.

In the performance of the above work, some 6,780 cubic yards of clay were excavated, and in addition a number of sunken logs were removed.

Between November 8 and 27, 1909, the government dredge *Ontario* was employed on the widening of a channel in this river, and during that time two cuts of an average length of 170 feet each, to a depth of 19 feet below L.W.I. were made, on the north side of the Chenal Ecarté river approximately 3½ miles west of the town of Wallaceburg, removing 8,600 cubic yards, scow measurement, of clay and sand.

Total expenditure during fiscal year 1909-10, is $1,631.56.

TELEGRAPH ISLAND.

Telegraph Island is situated in the Bay of Quinte, about 13½ miles east of Belleville. It is a small rocky island on which a lighthouse is located. The channel is immediately to the north of the lighthouse, and is comparatively narrow, with a rocky bottom.

At the last session of parliament, the sum of $15,000 was appropriated for dredging, and on June 1 last, instructions were given to have the work performed by R. Weddell at the following prices per cubic yard scow measurement. Boulders, $3; other materials, 95 cents; bucket measurement, boulders, $2.50; other materials, 65 cents.

Work was begun on June 9 and closed for the season September 24, and consisted in the excavation of a cut 1,100 feet in length by 100 feet in width at the bottom, and to a depth of 15 feet below zero of gauge or extreme low water. Of this work, the entire area has been drilled, and one cut 28 feet in width has been dredged the entire length, and a second cut for about two-thirds of the length.

A further sum of $2,788 was authorized on September 18 last in order that one cut might be completed for the entire length.

In doing this work some 5,798 cubic yards of rock were removed.

Total expenditure for fiscal year, 1909-10, is $17,678.80.

THAMES RIVER WHARF (LIGHTHOUSE).

This wharf is located at the mouth of the River Thames, and was constructed for the purpose of serving the townships of Tilbury North, Tilbury West, Tilbury East and Rochester. A draught of 12 feet of water is available up to the dock.

On July 5, last, authority was received to expend the sum of $750 to provide close-piling required to prevent further erosion to the dock, and which amount was on October 8 following, increased by $72 to provide six spring piles along front of dock.

Arrangements were made with Mr. John Flook, of Chatham, for the performance of this work at the rate of $5.55 per running foot of sheet-piling completed, and for the providing and driving of six spring piles for an additional sum of $72, as also to provide extra filling required in rear of piling for the sum of $20. The work was performed between October 14 and 30, and consisted in the driving for a length of 100 feet on easterly inner side of dock and a length of 25 feet on westerly inner side of dock, 4-inch hemlock sheet-piling 16 feet long, spiked securely to 6-inch by 10-inch oak walings, bolted above water line on 16 feet white oak and cedar main piles, driven at 6-foot intervals in rear. The necessary filling was then provided in rear of this new piling and levelled up. In addition, a small amount of filling and levelling up was done in face wall of dock where slight erosion had occurred.

The six spring piles driven are white oak, 35 feet long, and fastened securely to the outer waling of dock by chalk streaks. The completion of this work left the dock in excellent condition.

Total expenditnre during the fiscal year, 1909-10, is $820.75.

THESSALON.

Thessalon, district of Algoma, is situated on the north shore of the north channel of Lake Hnron. It is an important town containing several industries, and a number of large saw-mills. Large quantities of lumber are shipped from this place. It is a regular port of call for all regular liners. Population, 1,400.

On April 15 last, authority was given to expend the sum of $140 for painting warehonse and repairing the wharf by day labour.

Work was commenced April 21 and completed April 30, and consisted in white-washing the inside and painting the outside of the warehouse and making slight repairs to the wharf, where necessary.

In doing the above work some 17 gallons paint and 12 lb. iron were used.

The following materials have been purchased by the department for proposed breakwater construction: 37,724 ft. B.M. hemlock, 16,668 ft. B.M. pine, 12,161 ft. B.M. tamarack and 7,020 ft. B.M. cedar, all of which are piled as near as possible to the site of the proposed work.

Total expenditure for fiscal year, 1909-10, is $736.17.

TOBERMORY.

Tobermory, Bruce county, is situated at the northwest extremity of the Saugeen peninsula, and is perfectly sheltered from all winds. It consists of the east and southwest arms, the latter extending from lighthouse point W. by S½S 900 yards with an average breadth of 100 yards. The low limestone shore sinks down almost perpendicularly to 7 or 8 fathoms, which depth, over soft mud, will be found all over this arm, excepting near the bottom whence a muddy flat extends 120 yards to a depth of 18 feet. The harbour is too narrow to permit vessels to lie at single anchor, and they are compelled to make fast to the shore, and to protect their sides from the chafing on the rock; the government has constructed glance booms for the vessels to lie alongside.

On June 15 last, authority was given to expend the sum of $1,300 and on July 5 last, this amount was increased to $2,800 for the construction of glance booms by day labour.

Work commenced August 20 and was completed November 30, and consisted in the construction of 1,009 feet of glance booms of which some 606 feet is on the north side of the harbour and 403 feet on the south side. In addition, two iron ladders have been placed to enable sailors to make their lines fast to the mooring rings on top of the rock which varies in height from 10 to 12 feet.

In doing this work some 11,698 lbs. iron, 7,000 ft. B.M. maple and 26,316 ft. B.M. cedar were used.

Total expenditure for fiscal year, 1909-10, is $2,211.98.

TORONTO.

Toronto, York county, is a city of some 400,000 inhabitants, situated on the north shore of Lake Ontario. The harbour is a circular basin 1½ miles in diameter, separated from the lake by a large island, formerly a peninsula, about 6 miles long, making a safe, well-sheltered harbour capable of containing a large nnmber of vessels. There are at present two entrances, the eastern and western.

On May 7 last, authority was given to expend the sum of $3,000 in repairs to piling, levelling up wharf and repairing and protecting a small crib near the eastern gap, by day labour.

Work was commenced on May 1 and completed May 31, and consisted in the driving of about 100 feet of new piling, with piles from 36 to 40 feet in length and placing waling thereon and putting some 15 new anchor rods across the pier and levelling up and filling the superstructure of the pier at rear of piling with stone where it had sunk some 3 feet, also placing new timbers in the decking where necessary.

In doing this work, some 3,400 feet B.M. oak piles and 786 lbs. iron were used. The remainder of the materials were on hand from other works.

On March 19 last, authority was given to assemble the plant in preparation for the season's work, and work was commenced March 26 and continued until the repairs commenced, May 1.

At the last session of Parliament, the sum of $320,000 was appropriated for harbour works at Toronto.

On May 15, 1908, a contract was awarded to R. Weddell & Co., for the sum of $495,000 to construct a new western entrance to the harbour.

Work was resumed on March 18 and suspended for the season on December 24, again resumed on March 24, 1910, and is still in progress.

The work done this season consists in the placing of 26 cribs in position in the south pier of the new channel and 7 cribs on the north side, all of which are filled to the top with stone, also the placing of concrete blocks on the 7 cribs in the north pier, and the space between rows of blocks is partially filled with stone. The channel between the piers is dredged to depths varying from a minimum depth of 12 feet to a maximum depth of 18 feet.

On June 8, 1909, a contract was awarded to Messrs. Miller and Cumming for the extension of the island breakwater for the sum of $39,000.

Work this season was commenced May 28 and completed November 30.

The work, this season, consisted in re-driving with new material 448 feet of sheet-piling and the completion of the 6 concrete groynes, each of which is 60 feet in length and vary in width from 12 to 18 feet, also the placing of heavy stone talus around the groynes. The total length of the extension is 1,500 feet.

On May 27 last, authority was given to expend the sum of $55,000 in rebuilding the superstructure of the piers of the eastern channel, by day labour.

Work was commenced June 1 and carried on until March 31, and consisted in the construction of new concrete superstructure on the northerly portion of the west pier of the eastern channel as follows: 100 by 30 feet then 67 feet, varying in width from 30 to 20 feet, then 258 by 20 feet and 134 feet partially completed, having blocks in position, and on the south end 382 by 20 feet and 250 by 30 feet which leaves out of 1,649 feet some 458 feet yet to do.

In doing this work, some 3,000 barrels of cement, 51,819 feet B.M. pine, 13,126 feet B.M. oak, 19,554 feet B.M. hemlock, 230 cubic yards gravel and sand, 5,817½ tons stone, 83,946 lbs. iron, 170 cubic yards concrete and 7,110 feet piles were used.

The department dredge *Industry*, while being outfitted at Polson Iron Works, was tried out by doing some dredging in the approach to the Marine railway of the Royal Canadian yacht club. As the dredge was not fully equipped and the work performed intermittently, no record was kept of same.

Total expenditure for fiscal year, 1909-10, is:—

Re piling, small crib, &c.	$ 2,248 05
Re assembling plant.	723 86
Re western channel.	176,015 00
Re island breakwater.	14,710 30
Re overhaul of material dredged from west channel . .	25,368 92
Re west pier, E. gap.	54,977 93
	$274,044 06

VICTORIA HARBOUR.

Victoria Harbour, Simcoe county, is situated on an inlet of the Georgian Bay, at the eastern end thereof, and is a well sheltered harbour easily approached from the open lake. Population, 1,500. There are extensive saw-mills at this place, and it is to be the principal terminal of the Canadian Pacific railway, which has constructed a 2,000,000 bushel grain elevator and is constructing large concrete wharfs.

At the last session of parliament, the sum of $150,000 was appropriated for the continuation of the dredging and on May 4 last, authority was given to have the Canadian Dredge and Construction Company, proceed with the work at the following prices per cubic yard, scow measurement: boulders, $2.25; other materials, 12½ cents; bucket measurement: boulders, $1.75, other materials, 11 cents.

Work was commenced May 6 and carried on until December 6, and consists in the construction of a slip, which when completed, will be 600 feet in width by about 5,500 feet in length and 25 feet in depth.

During the season, the dredges removed 30,592 cubic yards of rock and 882,264 cubic yards other materials.

Total expenditure for fiscal year, 1909-10, is $180,979.26.

WALLACEBURG.

Wallaceburg, Kent county, is a prosperous town situated on the Sydenham river and on the line of the Père Marquette railway, distant by rail 24 miles from the city of Chatham, and 31 miles from the town of Sarnia. Population, about 3,000. It is a port of entry. It possesses several large and successful industries such as a beet sugar factory, glass factory, &c., and the revenue collected on raw sugar brought to the beet sugar factory last season approximately amounted to $275,000.

On July 6, 1909, authority was received to dredge approximately 10,000 cubic yards of material in providing a turning basin in the Sydenham river opposite the Wallaceburg Sugar Company's factory, work to be performed by the Manley Company, of Toronto, at the rate of 23 cents per cubic yard scow measurement.

Work was performed between August 16 and 27, 1909, and consisted of the providing of a turning basin, approximately 240 feet long, 130 feet wide, with a depth of 19 feet below L.W.L., also the dredging out of a slip, 70 feet wide and to the same depth as the outer turning basin. 14,172 cubic yards of clay were removed at a total expenditure during the fiscal year 1909-10, of $3,293.60.

WENDOVER.

Wendover is a post settlement in Prescott county, on the south shore of the Ottawa river 31½ miles below Ottawa, and is also a station on the Canadian Northern Railway, 24 miles from Hawkesbury.

For detailed report on construction of wharf, see annual report 1907-8.

The pile-work wharf was repaired by day labour, September 24 to October 21, 1909. The approach, 18 by 288 feet; part of landing head, 20 by 60 feet, and slip 10 feet 9 inches by 37½ feet were repaired with 3-inch tamarack, laid longitudinally, over inch tamarack cross sills on top of old flooring. The balance of the head of wharf on both landings was repaired where required with tamarack plank. Most of the required timber, hardware and ballast for new ice-breaker was also procured.

Expenditure in 1909, $1,163.65, and the work was done by day labour.

The ice-breaker was built (February 21 to March 7, 1910) of 10-inch by 10-inch timber, close-faced, cribwork 18 by 30 feet, and located 77 feet west of landing head, at a further cost of $486.96 in 1910, making total cost of ice-breaker, $961.89.

WHITBY.

Whitby, Ontario county, is situated on the north shore of Lake Ontario 30 miles east of Toronto. Population, 2,300. This harbour is owned and controlled by the Port Whitby Harbour Co., and was purchased by them from the government in March, 1864, for $35,150. The breakwater is 3,042 feet in length and the two protection piers at the entrance are, one 620 feet long and the other 394 feet long.

On October 4 last, authority was given to expend the sum of $4,800 in dredging, the work to be performed by Mr. W. E. Phin at 22 cents per cubic yard, scow measurement.

Work was commenced October 9 and completed November 13.

The work consisted in the excavation of four cuts averaging about 35 feet in width and about 1,250 feet in length to a depth of 17 feet, and in doing this work some 43,120 cubic yards of other materials were removed.

Total expenditure for fiscal year, 1909-10, is $9,591.24.

PROVINCE OF MANITOBA.

ASSINIBOINE RIVER.

A reconnaissance survey was made during the month of October of a portion of the Assiniboine river from Poplar Point to Winnipeg.

This was a consideration of the possibility of establishing navigation on the river in connection with the proposed diversion from the Saskatchewan river from Cedar lake, and the information contained will be included in the report of the navigability of the Saskatchewan river.

The St. Andrews level datum plane has also been carried up the Assiniboine river as far as St. François Xavier. Bench marks have been established on the Assiniboine river from the Canadian Pacific Railway Company's levels.

DELTA.

An examination was made in the early part of the season of shore erosion at Delta, on Lake Manitoba. Delta is the terminus of a branch line of the Canadian Northern railway from Portage la Prairie and is distant 15 miles from the latter place.

In the season of 1905, dredge *Manitoba* excavated a channel from the lake into a slough on the inner side.

Considerable erosion has since taken place at the mouth of this channel and a portion of the Canadian Northern railway track and station has been washed away, due primarily to this dredging.

A claim has been made by the Canadian Northern Railway Company for this damage. It would appear necessary to construct some 500 lineal feet of pile and brush protection to prevent any further erosion. The cost of this work would be $1,000.

GRAND MARAIS.

A request for the services of dredge *Assiniboine* to release the steamer *Mikado*, stranded on a sand bar near the entrance to Grand Marais harbour, Selkirk county, having been granted, the dredge proceeded there on June 18. This work consisted in the dredging of a channel from the existing channel entering into the harbour to the steamer *Mikado*. The work was finally accomplished on July 3 and the dredge and equipment towed safely to the mouth of the Red river.

The total expenditure on this work, amounting to $520.04, was charged up to the Marine Underwriters of the steamer *Mikado,* and the amount forwarded to Ottawa in a cheque of $913.04, covering above expenditure, together with an expenditure of $393 previously incurred for the same purpose in the previous year.

GYPSUMVILLE.

The work at this place has consisted mostly of the cleaning out of the slip alongside the Manitoba gypsum company's loading dock.

This work had already been done in the season of 1907, a sufficient depth having been given at the time, but considerable filling in had taken place from wave wash from northwesterly winds.

Prior to undertaking this dredging, last spring, the Manitoba gypsum company were advised to construct a special form of protection, consisting of piles and brush, on the north side of the slip, to prevent any further filling in of the channel.

On June 13, dredge *Manitoba* and equipment towed to Gypsumville, at the north end of Lake Manitoba, arriving there on the afternoon of the 14th.

The material removed in deepening the slip was cast over at the back of the protection work.

It is expected that this work will be of a permanent nature and that any further filling in of the channel will be prevented by the protective works.

In addition to the above work, the turning basin for boats has been considerably enlarged, and a greater depth of water was given at two shallow places in the channel leading out into deep water in the lake.

During the period in which dredge *Manitoba* worked at Gypsumville, from June 15 to July 10, 4,990 cubic yards of clay and gravel were removed, of which quantity, 4,110 cubic yards were removed by scows, the remainder being cast over the protection work.

Considerable delay in doing the outer part of the work has occurred, due to heavy winds and, in the loading slip, from the Manitoba gypsum company's boats.

The total cost of this work has been $1,105, making a cost per cubic yard of 22·1 cents.

ICELANDIC RIVER.

In the early part of April, from the 6th to the 9th, a survey and examination were made of the channel leading in from Lake Winnipeg to Icelandic river, with a view to determining the character of the work done there during the previous season by dredges *Assiniboine* and *Crane,* and for the purpose also of laying out a continuation of this work for the present season.

The portion of the channel dredged by dredge *Crane* was found to be in fair alignment, a few points, however, being found projecting into the channel. The average width of this channel would be about 40 feet, with a depth of 2·2 feet at lowest water.

The dredging done by dredge *Assiniboine,* the average width being 60 feet and depth varying from 3·3 to 5·5 feet at low water.

From the above examination it is proposed to have dredge *Assiniboine* go over this channel during the present season to increase the width and depth of the portion dredged by the *Crane.*

MOSSY RIVER.

During the month of March, 1910, a careful survey was made at the mouth of the Mossy river. Soundings were taken over the present channel, also over a large area to determine if there exists a more suitable location for a channel.

As a result of the survey, it was decided to improve the channel at the bend and to take a cut through the north side, from the bend outwards.

NELSON RIVER.

An exploratory reconnaissance survey and examination was made of the Nelson river, from Lake Winnipeg to Hudson Bay, during the months of September and October.

The intention of this exploration was to gain an idea of the value of the scheme of developing navigation on that river.

As the time was limited, due to necessity of returning from the head of Lake Winnipeg on the last boat, nothing further than a rapid reconnaissance was attempted, but valuable information was obtained from which a fair idea of the possibility of navigation will be obtained.

Detail information was obtained at most of the suitable locations for any locks or dams and a gauging of the stream was made.

OAK POINT.

A number of representations having been made for the construction of some form of a safe harbour at Oak Point, Dauphin county, on the east side of Lake Manitoba, it was finally decided to have this work done, and immediately on the completion of the temporary dredging at the mouth of the White Mud river, the dredge *Manitoba* and equipment were sent to undertake this work.

Owing to the absolute lack of shelter of any kind at Oak Point, it was found necessary to keep the dredge and fleet at St. Laurent, 8 miles south of this point, and there await favourable weather conditions, the object being to dredge into shelter as quickly as possible.

The dredge was towed up from White Mud river to St. Laurent on August 16.

On the 18th an investigation was made at Oak Point and it was decided to take advantage of a natural location for this harbour which afforded a certain amount of protection from prevalent storms.

Owing to storms, it was not until August 24 that a favourable opportunity presented itself of starting this work which was finally completed on September 8.

A minimum depth of 6 feet at lowest water has been provided for, starting at that depth in the lake. The channel is some 600 feet in length in the lake and 50 feet wide. From the shore line, a channel 400 feet in length, 6 feet deep and 40 feet wide, has been constructed, leading into a safe harbour or turning basin. Altogether some 7,400 cubic yards of material were removed.

The construction of this harbour fills a long felt want at Oak Point, where considerable trading is done by means of light craft. Oak Point is the present terminus of the only line of railroad on the east side of the lake.

An agreement to convey to the Crown a roadway to this harbour was obtained from the property owners.

It is expected that maintenance to the extent of a few days dredging may be required next spring, to remove any filling in at the mouth of this channel.

The total expenditure on this work has been $884, giving a cost of 12 cents per cubic yard.

RED RIVER.

A survey of the existing channels at the mouth of the Red river was completed on April 6, 1909. Considerable silting up of the new channel was observed.

From the results of soundings taken in the old channel it was found that it would not be necessary to have any work done on this channel during the present season beyond the proper placing of buoys and piles to mark out this channel.

Between March 17 and 25, 1910, careful surveys were made at the new and east channels at the mouth of Red river.

At the new channel, the portion dredged during 1908 had largely filled in. The minimum depth below the zero of the water gauge was 2·7 feet.

The east channel maintained its course. The outer portion, however, had filled in 2 or 3 feet and the minimum depth was found to be about 4½ feet below the zero of the water gauge.

ST. ANDREWS LOCK AND DAM, SELKIRK COUNTY.

The main portion of the contract for masonry and excavation, was completed at the beginning of the fiscal year and the work during this season has consisted mostly of clearing up and finishing.

The following is a summary of the different classes of work done and their location:—

Concrete—

	Cubic yards.
Land pier for span 7 completed April 1, 3	182
Sumps below stationary dam, east	15
Retaining wall extending south from east abutment (May)	321
Landing in rear of east abutment (August)	25
" " (September)	38
7 mooring posts in rear of entrance pier 3 (October)	18
Stairway on entrance pier No. 3 (October)	5
Total	604

Stone protection—

On side slopes of canal	1,200
In rear of and about entrance piers	750
In rear of lock walls	260
About east abutment	160
Total	2,370

Earth excavation—

(1) On east side of river in foundation of retaining wall and on site of repair shop	1,600
(2) Grading on island	10,400
(3) Grading, sloping, sides, &c., west side of canal	18,300
(4) Ditching and grading road	1,800
(5) Surfacing spoil banks with black earth	2,900
Total	35,000

Gravel surfacing is partially completed as follows—

(1) Surfacing new road from north to south end of work	650
(2) In rear of entrance piers and lockwalls	490
Total	1,140

During the month of April, the temporary stop-log dam was placed by day labour at the upper end of the lock to protect finished slopes during high water.

Later, during the month of June, this stop-log dam was partially removed and a temporary chute made so that launches and motor boats could be passed up or down by hauling them on a carriage. The company operated this tramway by day labour during the summer and made about 40 lockages.

Owing to a slide, back of entrance Pier 1, it was not possible to complete the grading of the west slope. On the east side of the river, the Canada Foundry Co. were not sufficiently far advanced to complete surface grading before the winter.

The work remaining to be done by Messrs. Quinlan & Robertson consists of:—

(1) Grading at north end of lock in rear of ent. pier 1.
(2) Gravelling remaining surfaces, about lock, east side of river, 1,500 cubic yards.
(3) Excavation on east side of river, 1,000 cubic yards.
(4) Removal of remaining plant and putting all parts of work in good order.

Canada Foundry Company.

The first cars of material arrived on the site of the work on March 26, 1909, these being brought over on a spur line from Gonor on the main line of the Canadian Pacific railway. The erection has proceeded from the east side of the river; false work for two spans being used, one being used while the other was moved ahead.

The rate of progress was as follows:—

Month.	Erected for Month.	Total Erected.	Riveted.
	Lbs.	Lbs.	Lbs.
April 30	214,919	214,919	
May 31	242,960	457,897	400,000
June 30	837,963	1,395,842	350,000
July 31	961,358	2,357,200	
August 31	1,353,700	3,710,900	
September 30	1,321,600	5,032,500	
October 30	950,500	5,983,000	500,000

On this latter date, the company had practically finished erection of the main parts of the bridge and dam.

The total weight erected, 5,983,000 lbs. is made up of:—

	Lbs.
Bridge	4,000,000
Curtain frames	1,333,000
Castings, forgings, chains, &c	650,000
Total	5,983,000

During the winter and the remainder of the fiscal year, the work had consisted of the installation of operating machinery on the working floor of the dam, placing curtains, fixing various tracks, riveting various odd points throughout structure and lining up erection of hand rails on highway floor.

At the end of the fiscal year, practically everything was in readiness to operate the movable dam on the opening of navigation.

Canada Foundry Company—Repair Shop and Highway Floor.

A portion of the Canada Foundry Company's contract, consisting of the erection of the repair shop and construction of highway floor of reinforced concrete was sublet by them to the J. McDiarmid company of Winnipeg.

The repair shop is practically completed with all machinery and electrical apparatus installed. All electrical machinery, installation and wiring has been installed by the Canadian General Electric Company.

Beyond the building of forms for the reinforced concrete floor of the bridge, nothing has been done, owing to the abandoning of work on setting in of cold weather last fall.

John Burns, Contract for Lock Gates.

Work on the construction of the lock gates was under way at the beginning of the year and the last gate was completed by October 1. The contract called for a complete set for the lock and an extra or spare set. These latter have been sent to Selkirk and kept under water.

The gates were stopped in the lock during October and the early part of November, it being found necessary to unwater the lock for this purpose.

With the exception of a final adjustment in the mitring of both upper and lower gates and the shifting of one of the lower pivot blocks, the contract for the construction of these lock gates is completed and a final estimate was given, a deduction being made to provide for the work necessary for this final adjustment. It is expected that this final work will be completed in the early part of April of this season.

The amount of this contract was $32,970.

Victoria Foundry Company, Ottawa. ..

Separate contracts were awarded to the above company, on November 2, 1909, for the construction and erection of the hydraulic sluice valves and lock gate operating machinery.

The above apparatus was constructed at their works, in Ottawa, and arrived here at the end of February, 1910, and preparations in progress and it is expected that the work will be completed early in April.

Inspection.

All inspection of work under contract for the construction of the movable dam, iron and steel, of lock gates, hydraulic sluice valves and lock gate operating machinery, has been carried on in an efficient manner by the Canadian Inspection Company.

PROVINCE OF SASKATCHEWAN.

BATTLEFORD.

The provincial government of Saskatchewan have completed the public highway bridge over the North Saskatchewan river that unites both the towns of North and South Battleford. The bridge has been thrown open to the general traffic, and has been generally appreciated by the latter.

CRAVEN DAM.

The Craven dam, built at the confluence of the Last Mountain lake outlet and the Qu'Appelle river, has answered a good purpose from the day of its construction, some years ago, to the present, in the regulation of the flow of Last Mountain lake outlet. Stop logs were made use of for the purpose aforesaid, and regulated by the parties interested in the work, particularly the navigation of Last Mountain lake.

LAST MOUNTAIN LAKE.

Last Mountain lake is situated in the counties of Regina and Humboldt, and the work in connection therewith is a development in the interests of the surrounding cities, towns and villages. Regina with a population of 12,500; Lumsden, 750;

Craven, 500, and a well settled district bordering the lake shores, that aggregate a total length of about 120 miles.

The dredge and scows were built at Craven, and the tug *Ruby* also unloaded at that point, so that after the completion of the dredge and scows it became necessary to dredge a way out to the lake through the outlet. The total quantity excavated was 19,125 cubic yards, at a total cost of $11,365.61. The class of material excavated consisted mainly of gumbo, that possessed adhesive propensities, making it difficult to empty the dipper, and often caused delays.

The channel was dredged to the lake and into the lake a distance, but not in deep water, although only a short distance from it. The water lowered over 2 feet during the latter part of the season, so that in order to secure a 7-foot channel a greater amount of dredging had to be done than would otherwise have been, if the water had maintained a more regular elevation. All the material was cast on both sides of the cut, as there was no deep water to dump in the outlet, but it is the intention after reaching deep water, to go back, widen the cut, make use of the scows and tug, tow and dump into deep water the material in order to make a permanent channel. The tug *Ruby* was employed keeping the dredge in fuel and moving it back and forth, as well as the scows.

The crew of the tug *Ruby*, composed of three men, were kept working on the dredge and doing some sheet-piling that was required in order to prevent some of the material running back into the cut.

Some repairs to the dredge and scows were carried on during the fall and spring, so that the total amount expended during the year just ended aggregates $14,329.08, outside of $59,054.46, that was paid owners of flooded lands as per Judge Cassel's judgment.

PRINCE ALBERT.

The work is removing boulders from the bed of the North Saskatchewan river at Prince Albert, that is situated in the county of the same name, said to contain a population of 8,000.

Within the year just ended, two scows were equipped, one with a crab winch derrick, side and stern spuds, capstan, &c., the other was equipped as a boulder seeker, with a well in the middle, that enabled us to load the same with stones that were pulled out of the river, and the work of removing the boulders was proceeded with, and a quantity removed and piled on the river bank, at a cost of $1,998.

Wharf.

Plans and surveys, estimated cost, &c., were made during the year for protection and wharf work to be built at this point. Seeing that the lumber, stone and other traffic is considerable at this point, it seems advisable that a wharf that will answer two purposes, as indicated above, would meet the requirements, and be in the general interest.

The demand for this combined wharf and protection work by the people of Prince Albert, which has an approximate population of 8,000, appeared so insistent that surveys were made.

The North Saskatchewan river is a very extensive stream, and if improved, must, at an early date, be navigated to a much greater extent than it is at present, so that any encouragement given those interested in navigation in the way of improvement must encourage traffic, and necessarily be generally beneficial.

SASKATOON HYDRO ELECTRIC POWER DEVELOPMENT CO.

The city of Saskatoon's proposal to develop a water-power 15 miles north, for the purpose of generating electricity and transmitting same to the city of Saskatoon, has not come to maturity, as no work has been done in connection therewith. This work is situated in the county of Saskatoon.

ALBERTA AND SASKATCHEWAN.

NORTH SASKATCHEWAN RIVER.

The North Saskatchewan river traverses the counties of Red Deer, Strathcona, Edmonton and Victoria, in the province of Alberta, and the counties of Battleford, Saskatoon and Prince Albert, in the province of Saskatchewan, and part of the territory of Keewatin to Lake Winnipeg, a total approximate distance in a straight line from Edmonton of 700 miles, and the river is navigated by lumbermen for 100 miles west of Edmonton, making a total distance of 800 miles in an air line, and if measured by the contours of the river itself, would be at least twice that distance, that is, 1,600 miles of navigable waterway, that of course requires improvements at various points, such as at Coles and Tobins rapids, east of Prince Albert, and Grand Rapids near Lake Winnipeg, &c.

Steamers and other vessels ply at different points such as at Edmonton, both east and west; at Prince Albert and Cedar lake, and, if the rapids were improved to some extent, a greater traffic would ensue throughout the whole length of the river.

The building of snag boats, wing dams, and other improvements, that the department has in contemplation, must necessarily greatly increase the steamboat traffic, and be an inducement to vessel owners to increase their fleets, and thus be in a position to cope with a greater amount of traffic generally.

SOUTH SASKATCHEWAN RIVER.

The south Saskatchewan river flows through the counties of Medicine Hat, province of Alberta, and Moosejaw, Saskatoon and Prince Albert, in the province of Saskatchewan, an approximate total distance, measured by the river, of 1,200 miles, bordering the cities of Lethbridge, that has a population of over 7,000, and Medicine Hat, Alberta, with a population of over 5,000; Saskatoon, with a population of 10,000, and Prince Albert, Saskatchewan, with a population of 8,000, together with a great many intervening towns and villages and well settled districts bordering the river in question.

There has been nothing done in the way of improvement to the river in order to facilitate navigation. The wreck of the steamer *Medicine Hat* upon the provincial government of Saskatchewan highway bridge at Saskatoon, has disheartened and discouraged many who would engage in the trade if encouraged by improvement at those points.

PROVINCE OF ALBERTA.

LESSER SLAVE RIVER.

Lesser Slave river is situated in the county of Edmonton, about 90 miles west of Athabaska Landing, and is a stream discharging into the Athabaska river.

The work of ballasting the wing dams, removing boulders from the bed of the river and cutting across bars, has progressed within the last year; 9,385 cubic yards of boulders and coarse gravel has been moved within the first six months, at a cost of $6,443.78. Some of the dams shifted a little, a year ago, but they have been put in place again, the top of the piles trimmed, and some fresh bolting done, so that the work has progressed satisfactorily at a comparatively small cost, aggregating $11,959.42 for the year's operation.

LOBSTICK RIVER.

The Valley Lumber Company applied for the privilege of building a dam across the Lobstick river for the purpose of establishing a log storage reservoir. The parties interested have done no work, only since the bush fire raged through their limit they have become anxious to proceed with the work, and cut all that is merchantable out of their limits.

The construction of the dam at the point indicated will cause the flooding of some land, but the parties interested have been notified to see about the damages that may accrue and be claimed by the owners of riparian rights should they be granted the privilege of doing this work.

MACLEOD.

Macleod is situated in the county of Macleod, and the proposed work of the Oldman river diversion at that point in order to protect the town of Macleod that has a population, it is stated, of 3,000, has not been proceeded with.

NORTH SASKATCHEWAN RIVER.

A small boat for the purpose of carrying on the river surveys, boom and general protection work was built at Edmonton. The importance of building this boat was manifest as it was found impossible to charter a boat suitable for rapid travelling and the general survey of the North Saskatchewan river.

WATERTON OIL, LAND & POWER CO.

The Waterton Oil, Land Co., that sought privileges to build booms and saw mills at the foot of Waterton lakes, in the county of Macleod, and also across the Belly river at Lethbridge, county of Medicine Hat, have not made a move within the year just ended.

NORTHWEST TERRITORIES.

SASKATCHEWAN RIVER.

A survey and examination of the Saskatchewan river, from The Pas to Lake Winnipeg, was made in the month of October.

The improvement of this river for navigation has been under consideration for some time and a particular study was made of the above portion of the river, based on alternative schemes of 9-foot draft and 5-foot draft. The possibility of a diversion from the Saskatchewan river, at Cedar lake, into Lake Winnipegosis, thence to Lake Manitoba and Assiniboine river to Winnipeg has also been investigated. Incidentally the St. Andrews level datum plane has been carried up through the above mentioned rivers and lakes to the Saskatchewan river.

BRITISH COLUMBIA.

COLUMBIA RIVER.

March 29, the *Nakusp* was put in commission, cutting a bar through and completing a channel which skirted the island opposite the town of Revelstoke and intersecting the back channel or slough; this work was completed on May 15, when the dredge was moved to a bar below Cariboo creek near Burton city. Here, effective

work was being done until high water made it impracticable to continue, and the dredge was moved to Nakusp on the 29th.

On June 1, the crew was laid off, Captain Sanderson bringing her to St. Leon and taking charge as caretaker until the end of July.

In the beginning of August, she was moved to Nakusp and underwent a complete overhauling, which occupied from August 10 to October 5.

On October 7, the *Nakusp* steamed to Arrowhead and was employed until October 12 in removing snags from the channel west of Cottonwood island. From October 13 to 21, the time was employed in moving from Arrowhead to Burton, repairing boiler, taking on fuel and otherwise getting ready to start dredging at Cariboo bar, below Burton, which commenced on October 22 and continued until November 17. About 8,000 cubic yards of wash gravel and boulders discharged into the channel from Cariboo creek during high water was removed, and the steamboat channel was considerably improved.

On November 18, the *Nakusp* was taken to Edgewood and employed until the end of the month in raising an engine and pile driver which had sunk off a barge early in the autumn, and in placing some spar buoys in the narrows between the Upper and Lower Arrow lakes.

On December 1, dredging was started at Cottonwood bar, a short distance below Cariboo bar, and continued until December 23. During that time, about 7,500 cubic yards of hard, coarse gravel was cut off the point of the bar projecting out into the steamboat channel and thereby increasing the width of the channel to a considerable extent. The current at Cariboo bar and Cottonwood point is very swift and much difficulty was experienced in holding the dredge in place and considerable time was occupied in getting out and taking in cables to let steamboats pass. As the weather got so cold by December 24, dredging was not continued to advantage; the *Nakusp* was taken to St. Leon and tied up for the winter.

On the trip up from Burton, a number of snags were removed from the steamboat channel.

On March 14, 1910, the *Nakusp* was again put in commission and on the 17th proceeded to Burton, commenced dredging on Cariboo bar on the 18th and was still working there on March 31, 1910.

The digging was very hard but fair progress was made.

COLUMBIA RIVER (ABOVE GOLDEN).

On May 10, 1909, the snag boat *Muskrat* was put in commission.

Throughout the whole distance, about 80 miles, between Golden and Windermere, the river banks were cleared of sweepers, overhanging brush and all snags, sunken railway ties, logs, &c., were removed from the steamboat channel.

Piles and timber required for a wharf at Spillimacheen were got out and put in place by the end of June when the work was discontinued until after high water. During the summer, a large number of saw logs and railway ties were driven by the Columbia River Lumber Company from the head of the river to the mill at Golden. A number became waterlogged and partly sunken in the steamboat channel, in removing which, the crew of the *Muskrat* was more or less engaged throughout the whole season.

The wing dams at Toby creek, Redrock, Horsethief creek and Birch Tree channel, were repaired and, with a Stanley scraper, a channel was cut through the sand bar at Toby creek.

On October 5, work was resumed on the wharf at Spillimacheen and continued until its completion on the 9th of the same month. The remainder of the season was occupied in snagging. On November 6, the crew was discharged and the *Muskrat* sent out of commission.

The amount expended on this service was $4,393.52.

The construction of a barge for use in connection with a Stanley scraper was commenced at Golden on February 3, 1910, and it was completed and launched on March 31. The dimensions are: Length, 50 feet; beam, 16 feet, and depth, 3 feet 6 inches; it is strongly constructed throughout and planked with 3-inch fir. The total cost was $830.70.

COLUMBIA RIVER.

Dam at Revelstoke.

A party was engaged between August 28 and October 4, 1909, in repairing the piling, bracing and planking, and in quarrying and hauling rock to complete the loading of the outer or western half of this dam. The rock was quarried about 2 miles down stream from the dam, loaded on scows and towed to the dam by the steamer *Revelstoke.*

The dam, when the work terminated, was filled to the top of the piling throughout its whole length and presented an appearance of solidity, and it may now be regarded as capable of withstanding any force likely to be exerted against it.

The total cost of the work amounted to $4,256.08. The amount of rock loaded on the dam was about 2,000 yards.

COQUITLAM RIVER.

The work done on this river consists in the removal, when possible, by cutting up, blasting and burning, the trees, brush and logs cut along the river which are brought down with every freshet and caught on the shallow places and bars, and deflect the current and cause the banks to wash. The principal damage is caused by the logs as, in the dry weather in the summer when the water is low and the logs are dumped into the river in quantities but do not start down the river until it is very high, the logs all start down together and the loggers make little or no attempt to drive them and, at the first shallow place, they will jam and the current is deflected into one bank or the other, thus the channel is becoming more crooked every year.

This work of clearing was not carried on continuously but was done at various times during the year, when the water was low and at its most suitable stage.

The total expenditure for the fiscal year ended March 31, 1910, was $1,484.57.

FRASER RIVER.

Generally.

The work done during the fiscal year ended March 31, 1910, represents general repairs to works now constructed and such new works as were considered necessary as aids to navigation in the ship channel between New Westminister and the Strait of Georgia, and for river navigation to its practical head at Chilliwack, some 50 miles above New Westminster.

The works executed comprise:—

Repairs to Nicomen dams Nos. 3 and 4, by facing with earth-filled gunny sacks, and protection by wire fencing from cattle, &c. Work was started May 18 and finished on June 10, 1909. Amount expended on this work was $988.70.

Repairs to scows at ferry landing at Agassiz and Rosedale which were damaged by ice; cleaning snags, &c., from Minto Landing. This work was started on April 1 and continued at various times during the year when the stage of water would permit. The expenditure was $1,205.93.

A movable corrugated iron warehouse was erected at the lower landing at Chilliwack for use when stage of water will not permit of steamers reaching the upper landing; this moveable warehouse seems to be the best solution of the problem of

affording continuous accommodation at this point. Work was commenced on October 18 and finished November 17, 1909. The expenditure was $1,088.68.

Dam No. 3 at Annieville bar was completed on May 10; this dam or groyne was built in a similar manner to groynes Nos. 1 and 2, that is, a row of sheet-piling was driven from shore out, a distance of 600 feet and sand was pumped on each side by the dredge *King Edward;* the height is placed at ordinary flood level. The expenditure was $1,494.

On May 11, the camp was moved to the government rock wharf at the mouth of the river; this wharf was repaired and lengthened to accommodate the dredge *Fruhling* while working at the sand heads, at a cost of $1,803.69.

Repairs were made to the protection works at Garry Point by reinforcing the mattress work with 732 tons of rock at a cost of $1,306.20; the work was completed on June 18, 1909.

After the annual freshet was over, it was found necessary to strengthen the ends of the three wing dams that had been built on Annieville bar as the bed of the river at the outer ends had scoured. Dams Nos. 1 and 3 were weakened at the outer ends and had to be strengthened with brush mattresses and rock. About 200 feet of dam No. 2 was washed away: this has been rebuilt with rock and brush laid in between two rows of piles, 12 feet apart, and brought to a few feet above low water. This work was not quite finished by March 31, 1910, and will probably be completed about the end of April, 1910. The cost of repairs was $12,702.35.

The snag boat *Samson* was employed during the year in clearing snags out of the channel between Chilliwack and the mouth of the Fraser river, and attending to the buoys marking the deep water channels, surveying, &c., together with a certain amount of salvage work in connection with sunken steamers, &c., for which a charge of $50 a day is exacted.

From September 14 to 18, 1909, the *Samson* was sent to remove some snags at the mouth of the Squamish river, at the head of Howe Sound.

During the year, 289 snags were removed, and the total expenditure for the fiscal year ended March 31, 1910, was $15,581.12.

FRASER RIVER.

Fort George Canyon.

Work consisted in blasting rock from the channel and as the water was at an extremely low stage, conditions were very favourable for the removal of the rocks in the high water channel which was dug during the month of November; this work will be a great benefit to navigation.

Three points of rock were also removed from the main channel. The expenditure for the fiscal year ended March 31, 1910, is $2,597.56.

LADYSMITH.

Repairs consisted in removing the upper works of the wharf and driving new piles to replace those eaten away by the teredo. Work was commenced on September 18 and completed on November 17.

Expenditure for fiscal year ended March 31, 1910, is $1,910.21.

NEW WESTMINSTER.

On June 19, work was started on repairs to the wharf, the approach was renewed and fender piles were driven along the front.

A small office was built during the month of February, for the superintendent of dredges.

Repairs to the wharf were completed on July 10, 1909.

The expenditure for the fiscal year ended March 31, 1910, for repairs and office, is $1,011.15.

NAAS RIVER.

The fishing grounds of this river were cleared of snags, drift, &c., by the snag boat which was put in commission on May 22, 1910, and worked continuously until August 21, when the fishing was practically over for the season.

Expenditure for fiscal year ended March 31, 1910, was $2,768.21.

NANAIMO.

The dredge *King Edward* left New Westminster on November 30, 1909, and arrived at Nanaimo on the same day.

Dredging was commenced on December 10; the delay in starting the work was caused by rough weather which made it impossible to tow the pontoons, &c., across the Strait of Georgia.

The work consisted in widening the south channel and in dredging out a turning basin at the west end of the south channel which was finished on February 23.

From February 24 to March 5, the dredge was inspected and the plant was made ready to be towed to Vancouver.

The quantity of material dredged at Nanaimo was 194,370 cubic yards.

The expenditure for the fiscal year ended March 31, 1910, was $8,000.

OKANAGAN RIVER.

The dredge *Heron* was put in commission on March 29, 1909, and kept steadily at work throughout the whole fiscal year in widening and deepening the channel between Okanagan and Dog lakes.

The floor of the Okanagan river shows a very uneven or wavy profile, consisting of alternating deep stretches and shallow bars. From a point 4,800 feet from where the river leaves the Okanagan lake, for a distance of about 4½ miles and the difference in elevation is about 13 feet. Practically the whole of this drop is in 2½ miles. An attempt is being made by dredging out the bars, to distribute the grade uniformly throughout the whole distance between the two lakes with the object of making the velocity of the current uniform.

One cut has already been made through each bar and there is already a marked improvement in the river; after the dredge has again trimmed off the bars, there will be a channel not less than 2½ feet in depth and 30 feet in width throughout the whole distance between the two lakes. Owing to the tortuous course of the river, the current is impeded and will not be too great for a steamboat of ordinary power.

In addition to the dredging done, a large number of snags were removed, and the banks were cleared of overhanging brush and sweepers.

After the dredging is completed, some work will be required to protect the channel from obstruction by wash from Beaver creek; one or two caving banks, and gravel bars of loose material in the wider stretches of the river. There are several places where the river is now in two or more channels; it is intended to dam the subsidiary channels and confine all the water to one main channel.

The quantity of material removed is, approximately, 21,000 cubic yards of all sorts of gravel.

The expenditure for the year ended March 31, 1910, is $9,324.36.

SKEENA RIVER.

The snag boat *Cygnet* was put in commission on April 1, 1909, and was continuously employed until August 21, when she was laid up, as the appropriation was exhausted. The work done during the year consists in removing snags and drift which

are brought down the Skeena river during freshets and deposited in the channel and on the sand bars. These snags, if not removed, are a menace to navigation and cause a great deal of damage to the salmon nets which are used in these waters.

The expenditure for the fiscal year ended March 31, 1910, was $5,999.29.

UNION BAY.

Union bay wharf is situated on the east coast of Vancouver island, where there is quite a settlement. The approach is 600 feet long and 16 feet wide; the wharf proper is 100 by 40 feet with a freight shed erected thereon 18 by 36 feet; the depth of water at low tide in front of the wharf is 14 feet.

Work on construction was commenced on June 1, and the wharf was completed on September 14, 1909.

The expenditure for the fiscal year ended March 31, 1910, was $3,994.69.

VANCOUVER.

The dredge *King Edward* left Nanaimo on March 5 to commence dredging in False creek between the Great Northern railway trestle and the wharfs on the west side of Westminster avenue; on March 4, the tug *Etta White* was engaged to tow the scows and pontoons from Nanaimo to Vancouver and, when off Bowen island, a storm came up and the 17 pontoons and the water scow were lost and the blacksmith shop was badly damaged but eventually towed into Vancouver and repaired.

The loss of the plant delayed dredging operations until March 21, but from that date until the end of March, satisfactory progress was made and 560 feet of the cut was dredged, 130 feet wide and 8 feet deep at low water; 21,500 cubic yards of clay and mud were removed.

This work is being done at the request of the B. C. Electric Railway Company and other wharf owners to enable them to get their scows, &c., up to the wharfs at all stages of the tide.

The expenditure for the fiscal year ended March 31, 1910, was $2,550.

VICTORIA.

The dredge *Ajax* worked in Victoria harbour from April 19 to November 2 deepening the entrance from Shoal point outwards to 20 feet at low water except when it was too rough and windy to work at the entrance, and was also employed dredging the channel around Dredger rock. The quantity of material removed was 91,670 cubic yards. From November 9 to December 2, work was done in front of the Chemical Company's wharf where the channel was deepened to 20 feet at low water; 10,830 cubic yards of material were removed.

The dredge was placed under repairs, and from December 16 to January 15, 1910, the dredge cut a channel 16 feet deep at low water from the main channel into Bannerman & Hornes wharf, and removed 15,600 cubic yards of mud and clay.

Repairs were again required, and from February 14 to 22, work was done at the outer wharfs when the three berths were deepened to 30 feet at low water. The quantity of material removed was 14,820 cubic yards.

From February 23 to March 10, the inner channel around Dredger rock was deepened to 20 feet at low water, and 18,180 cubic yards of material were removed.

From March 16 to 31, work was done on the inner harbour to 20 feet at low water where the Grand Trunk Pacific wharfs are to be built. Quantity of material removed was 12,600 cubic yards.

The total quantity of material removed during the year by the dredge *Ajax* was 163,700 cubic yards at an average cost of 17 cents per cubic yard.

The expenditure for the fiscal year ended March 31, 1910, exclusive of repairs, was $28,294.99.

The dredge *Mudlark* was employed deepening the upper portion of the harbour above the railway bridge to 20 feet at low water, which will give ample depth for ships going to the mills and marine railways that are located there. The quantity of material removed was 127,000 cubic yards, at an average cost of 16½ cents a yard.

The expenditure amounted to $20,964.64.

Tuzo Rock.

Eight platforms were drilled between April 10 and August 8. Each platform covers an area of 540 square feet, and 2¼-inch holes are drilled about 3 feet apart each way; the total length of holes drilled is 1,979½ feet.

Dredger Rock.

From August 9, 1909, to March 31, 1910, the drill plant worked at lowering the rock to 20 feet at low water; the former depth obtained by blasting was 16 feet, but as the channel is now being deepened to 20 feet at low water is was necessary to lower this rock to the same depth: 18 platforms have been blasted, representing an area of 9,720 square feet, and all holes are drilled to 22 feet at low water; the total length of holes, 2¼ inches diameter, is 3,469½ feet.

The expenditure amounted to $9,461.81.

WILLIAMS HEAD.

The work done at the quarantine station, consisted in making general repairs to the wharf, roads, &c., and improving the buildings on the wharf.

A new shed was built over the di-oxide blast machinery, on the main wharf, and the copper covering of the piles was patched where necessary.

The buildings on the main wharf and the water tank were painted; the ditches and culverts of the roads, in the station grounds, were cleaned out and repaired, and some necessary repairs were made to the road leading to the station. A new, five pile, dolphin was driven, coppered piles, near the small wharf, and the small wharf had some minor repairs made such as driving new fender piles, &c., and the roof of the coal shed was repaired.

The expenditure for the fiscal year ended March 31, 1910, was $4,985.20.

DREDGING OPERATIONS.

PROVINCE OF NOVA SCOTIA.

The following dredges, viz.: *Canada, Cape Breton, Geo. McKenzie,* and *Northumberland,* were employed in Nova Scotia during the whole of the dredging season of 1909. The first named dredge continued dredging until January 18, 1910, the last three named going into winter quarters previous to the end of the year 1909, for necessary overhauling and repairs.

During the above mentioned period, dredging was done in the following places:—

North Sydney, Cape Breton county, near Nova Scotia Steel Company's piers.

North Sydney, Cape Breton county, near Sydney Coal Company's wharf.

Sydney, Cape Breton county, near Dominion Coal Company and Sydney Coal Company.

Cheticamp, Inverness county, widening and deepening channel.

South Ingonish, Victoria county, widening and deepening channel.

Mulgrave, Guysboro county, dredging Intercolonial railway dock.
St. Mary's river, Guysboro county, improving channel.
Pictou, Pictou county, dredging Intercolonial railway dock.
East River, Pictou county, making new channel.
Liverpool, Queens county, improving channel and removing bar.
Port Mouton, Queens county, widening and deepening channel.

CHETICAMP.

Cheticamp (Eastern Harbour), Inverness county, is a harbour and settlement on the Gulf of St. Lawrence, 67 miles north of Port Hood.

The harbour is entered from the north by a channel through sand flats. This channel has been dredged from time to time since 1875, at which time there was a minimum depth of 3½ feet at extreme low water, until July, 1908, when an examination of the channel showed a minimum depth of 9 feet at extreme low water in a channel 50 feet in width. Spring tides rise 4 feet.

A contract was entered into with the Dominion Dredging Company for the improvement of the channel to a depth of 16 feet at extreme low water and a width of 100 feet at the bottom.

Dredging was in progress by the company from June 15 to July 7 in a cutting 1,800 feet in length, 36 feet in width, at bottom, and 6½ feet in average depth, to the eastward of the centre line of channel. The minimum depth at extreme low water obtained in this cutting was 12½ feet; material removed, 49,443 cubic yards of fine sand and mud.

Operations were suspended by the company, and continued by the departmental dredge *Cape Breton*. The *Cape Breton* worked from July 28 to September 3 in a cutting 2,400 feet in length, 50 feet in width, 14 feet of which was over the west side of the cutting made by the company's dredge, and 7 feet in average depth. The depth required, 16 feet at extreme low water, was obtained everywhere in this cutting; materials removed, 37,325 cubic yards of fine sand and mud.

EAST RIVER, PICTOU COUNTY.

The dredge *Northumberland* was engaged from May 21 to November 30, dredging 590,780 cubic yards of mud, clay, sand and oyster shells, making new channel as per departmental survey.

INGONISH (SOUTH).

Ingonish (South), Victoria county, is a fishing settlement and harbour on the Atlantic coast, 25 miles north of the entrance to Sydney harbour.

The entrance into the harbour at the head of South bay was originally 60 feet in width with a depth of 5 feet at extreme low water, or 10 feet at extreme high water.

Works undertaken in 1873 for the purpose of improving the entrance were completed in 1876. On their completion, there was a channel 200 feet in width with a depth at extreme low water of nowhere less than 14 feet and its north side was protected by a pier 560 feet in length.

An examination made in February, 1902, showed a channel 860 feet in length, varying in depth from 13 to 15 feet at extreme low water and in width from 160 to 100 feet; the channel at the width of 100 feet being obstructed by a large boulder over which there was a depth of only 9 feet at extreme low water.

No dredging was undertaken from 1876 until 1908-9, when the dredge *Cape Breton* began the excavation of a channel to a width of 180 feet and a depth of 20 feet at extreme low water. On the suspension of operations for that year, about one-half the proposed channel had been completed.

The dredge *Cape Breton* was engaged September 10 to December 10, 1909, in completing dredging to 20 feet at extreme low water in a channel 180 feet in width at bottom, with the exception of about 30 feet in width on each side where the depth at extreme low water varies from 10 to 19 feet.

The work performed includes a cutting about 620 feet in length, 120 feet in average width and 5 feet in average depth, and two side cuttings each about 860 feet in length, 30 feet in width at bottom and 6 feet in depth.

Materials removed, 39,585 cubic yards sand, stones, clay and boulders.

LIVERPOOL, QUEENS COUNTY.

The dredge *Canada* was engaged from April 17 to June 29 removing 25,400 cubic yards of sand, sawdust and mud, improving and deepening channel and entrance. (The dredge *Canada* was engaged from July 3 preparing for, and removing to Port Mouton, Queens county.)

MULGRAVE, GUYSBORO COUNTY.

The dredge *Geo. McKenzie* was engaged from May 15 to 20, removing 292 cubic yards of rock and hard clay, under transfer apron in inside end of Intercolonial railway dock. (Dredge *Geo. McKenzie*, May 21 to 31 dismantling, towing to St. Mary's river, Guysboro county, and refitting there).

NORTH SYDNEY.

The dredge *Cape Breton* was engaged from June 12 to July 2, removing 14,175 cubic yards rock, clay and mud near Nova Scotia Steel and Coal Company's piers, and from July 5 to 7 at Sydney Coal Company's wharf removing 630 cubic yards ballast.

PICTOU.

Pictou harbour is the finest harbour on the southern shore of the Gulf of St. Lawrence and has a depth of over 30 feet at extreme low water, except at the entrance, which is obstructed by a bar over which there is a depth of 21 feet at extreme low water. Spring tides rise 6 feet.

Dredging has been performed by the department over the bar at the entrance, and inside the harbour around the various piers.

During the year 1909-10, the departmental dredge *Geo. McKenzie*, operating from November 5 to 30, deepened on each side of the eastern pier of the Intercolonial railway; on the east side to 20 feet at extreme low water in a cutting 200 feet in length, 50 feet in width at bottom and 7½ feet in average depth, and on the west side to 25 feet at low water in a cutting 40 feet in length, 30 feet in width and 6½ feet in average depth.

Materials removed, 5,715 cubic yards of mud.

PORT MOUTON, QUEENS COUNTY.

The dredge *Canada* was engaged from July 4 to November 29 removing 62,800 cubic yards of mud and rocks, and from November 30 to January 18, 1910, was engaged with the assistance of divers in hoisting and removing about 737 tons of heavy boulders. The dredge then went into winter quarters at Liverpool, and part of the crew, assisted by divers and tug, continued the removal of heavy boulders until March 24, when work was suspended.

SYDNEY.

The dredge *Cape Breton* was engaged from July 8 to 16, removing 5,775 cubic yards of boulders and hard clay at Dominion Coal Company's piers. (Dredge *Cape Breton,* July 17 to 27 dismantling, towing to Cheticamp, and refitting there).

ST. MARY'S RIVER.

St. Mary's river, Guysboro county, is a fine harbour, 65 miles in length, traversing valuable timber lands and discharging into the Atlantic ocean, 48 miles to the westward of Cape Canso. The depth at extreme low water in a channel dredged in 1900-1 to about 14 feet through a bar at the entrance is now about 12 feet, and thence in a narrow and tortuous channel to within half a mile of the village of Sherbrooke at the head of tide 8 miles inland, from 18 to 12 feet. Spring tides rise 6 feet.

In 1908-9, improvements of the channel by the removal of a point of reef just within the entrance and of some boulders near the head of navigation undertaken in 1907-8, were completed with the exception of the removal of some rocks, broken up boulders, in the channel near the Scotia Milling Company's wharf, and the dredge *Geo. McKenzie* was engaged in dredging to 10 feet at extreme low water in a channel 80 feet in width at bottom through a bar of gravel and boulders between Goldenville wharf and Sherbrooke, over which the minimum depth at extreme low water was originally 3½ feet.

During the year 1909-10, the dredge *Geo. McKenzie* was engaged from June 1 to September 16 in completing the work undertaken in 1908-9 between Goldenville wharf and Sherbrooke by dredging to give an additional width of 20 feet on the west side of the 80-foot channel and in forming a turning basin.

The work performed included a cutting 1,800 feet in length, 25 feet in width and 3½ feet in average depth, and a turning basin 300 feet in length, 200 feet in width and 3½ feet in average depth.

Materials removed, 21,870 cubic yards of sand, gravel and boulders.

The further improvements contemplated are: dredging at Birch Point on each side of the channel to 13 feet at extreme low water, involving the removal of 35,000 cubic yards of mud and fine sand: and the removal of broken up boulders and of a point above the Scotia Milling Company's wharf.

Generally.

Reviewing dredging operations generally in Nova Scotia it should be stated that much time is necessarily lost in the removal of plants from one locality to another, but our most serious loss of time is due to severe weather conditions, when working in exposed or unprotected places.

The work performed at North Sydney and Sydney was practically completed according to survey, but has since then, owing to severe storms, filled in to some extent, and further dredging will be required from time to time in order to maintain the depth of water required for commercial purposes.

The work done at Cheticamp was in accordance with engineers' survey, and was appreciated by the local people. This place is, however, on our programme for further improvement during the present season.

Dredging performed at South Ingonish, Victoria county, was in accordance with engineers' survey, but was not completed, when at the end of the season owing to ice forming, the dredge had to be removed to winter quarters for safety of plant, and for overhauling and repairing machinery and hull. A small amount of dredging is still required at this place, in order to complete the work as laid out. With the work already done, however, the Dominion government cable steamer *Tyrian* of 1,039 tons, drawing 20 feet of water made an easy entrance to the inner harbour.

The work done at Mulgrave was the removal of a small quantity of material, under the transfer apron from the railway to the transfer steamer, to permit the lowering of same to position.

The work done at St. Mary's river was completed to the satisfaction of the district engineer. This was a difficult place to dredge owing to the large number of logs and heavy boulders encountered, and consequently a slow and tedious work to complete.

The dredging done at Intercolonial Railway docks at Pictou was in conformity with the district engineer's survey. A good deal of time was lost here owing to the very long haul for dumping outside and at a season of the year when weather conditions did not always permit tug, with barges in tow, going outside harbour limits.

Regarding the dredging done at East river, this was a continuation of the work begun the previous season and much yet remains to be done. A good deal of trouble was experienced while operating here, owing to the presence of large beds of oyster shells, which cut pontoon sleeves, and made the upkeep for this particular item much more expensive than formerly.

The work done at Liverpool was in continuation of work performed previously, and the dredge *Canada* is again employed at this place this season.

The work at Port Mouton, although slow and tedious was performed under the best conditions possible. The presence of tremendous quantities of rocks, and heavy boulders, made it a severe locality in which to work a ladder dredge. During the season, a stone lifting device was installed on the dredge *Canada* and divers and drillers were employed in order to facilitate the work. After the dredge went into winter quarters at Liverpool, a part of the crew together with divers and drillers, continued the removal of rocks with the assistance of a tug rigged with a stone lifting derrick. In the month of December, during a severe gale of wind and snow storm, two barges belonging to the dredge *Canada* parted their moorings and were driven ashore. Considerable difficulty was experienced in floating these, and when this was done it was found necessary to have them placed on the marine slip at Liverpool for repairs.

On December 18, 1909, the dredge *Cape Breton* left South Ingonish for Point Tupper, C.B., arriving there on the 21st instant and on the 23rd instant was hauled on the marine slip for wintering and general overhaul and repairs. Figuring on former weather conditions, at this date in the Strait of Canso, this was the last boat to be hauled, and the owners closed down the slip for the winter immediately thereafter. Two steel barges (part of the plant) also wintered at Point Tupper, being moored in the upper harbour.

On December 4, 1909, the dredge *Geo. Mackenzie* was hauled on the marine slip at Pictou, N.S., for wintering, general overhaul and repairs, also for the purpose of making some necessary changes in her equipment. The water boat of this plant also wintered on slip, while the barges were moored at Market wharf.

On December 1, 1909, the dredge *Northumberland* suspended operations in East river, Pictou county, and on December 3 was towed to winter quarters at Market wharf, Pictou, for general overhauling and repairs. All pontoons forming a part of the equipment of this plant, were wintered on shore flats near Abercrombie.

On January 18, 1910, the dredge *Canada* was hauled on the marine slip at Liverpool, N.S., for general overhauling and repairs. This plant had been working under severe strain for the previous months and was much in need of necessary repairs to machinery.

With regard to the wintering of the different plants in Nova Scotia, it may be stated that the date on which operations are suspended, and the different plants placed in safe winter quarters, is governed by previous weather conditions in the locality where plant is situated at the time.

The government tug *Rona* was wintered at Mulgrave, in the Intercolonial railway dock, and necessary repairs effected by members of the crew.

Below is a memorandum of quantities of material removed by the several dredges operating in Nova Scotia during the fiscal year 1909-10:—

Dredge.	Cubic Yds.
Cape Breton	98,070
Canada	88,200
Geo. McKenzie	31,502
Northumberland	590,780
	808,552

(The dredge *Geo. McKenzie* was employed at Port Elgin, N.B. from September 16 to November 5, and work performed there is not included in above statement.)

Attached herewith is a memorandum showing in detail the work performed by the several dredges operating in Nova Scotia for the fiscal year 1909-10.

P.S.—In *re* classification of disbursements dredge *Canada,* see months of January, February and March, 1910, when the monthly charge for towage was considerably increased, owing to the necessity of engaging a second tug boat to assist in the removal of heavy boulders while working at Port Mouton, Queens county, N.S., which it was thought proper to place under the heading of 'towage.'

The following dredging was done under contract:—

FOURCHU.

Fourchu harbour, Richmond county, is on the Atlantic coast of Cape Breton Island, 18 miles southwest of Louisburg harbour. The entrance, which is obstructed by a bar of mud, gravel and sand, over which there was originally about 1½ feet at extreme low water, was improved by dredging in 1896 and 1897. Soundings taken in November, 1908, showed a minimum depth, at extreme low water, of 4½ feet. Spring tides rise 6 feet.

Inside the entrance there are extensive mud flats covered, at extreme low water, with from 3 to 5 feet, except in a channel 80 to 100 feet in width with depths varying from 10 to 15 feet, at extreme low water, extending inward 3,000 feet, and over a small area in Hardy's cove, 4,500 feet from the entrance where the maximum depth at extreme low water is 11½ feet.

A contract was entered into on October 26, 1908, with the Cape Breton Dredging Company, with the object of deepening through the bar to 10 feet at extreme low water in a channel 1,800 feet in length and 80 feet in width at the bottom, and of improving the channel inside over a distance of 2,520 feet by dredging to 10 feet at extreme low water on each side, to give a uniform width of 180 feet at the bottom, from 660 feet from zero inward. Dredging (overcasting) over the bar, was in progress from November 12 to December 9, 1908, when operations were suspended for the winter. Soundings taken in January, 1909, showed that the cutting made in November and December had partially filled in and that the minimum depth, at extreme low water, was still 4½ feet.

During the year 1909-10, a channel through the bar, 80 feet in width at bottom and 10 feet in depth at extreme low water, was completed with the exception of about 300 feet at the outer end where on account of ledge rock, only 8 feet at extreme low water could be obtained, and continued inwards 660 feet and some improvements were made inside including: a cutting on the southern side of the channel 865 feet in length, 65 feet in average width, at bottom, and 4¾ feet in average depth; a cutting on the northern side of the channel 200 feet in length, 25 feet in average width and 3¾ feet in average depth, and a cutting between the main and north channels,

near the inner end of proposed channel improvement, 150 feet in length, 50 feet in width, at bottom, and 6 feet in average depth. The average depth of the 80 foot cuttings, outside over the bar and inside, for a distance of 660 feet, was 4¼ feet.

The materials removed were: Outside, 41,817 cubic yards (including 9,273 cubic yards over-cast) of mud, sand and gravel, and 28,436 cubic yards (including 1,116 cubic yards over-cast) of soft mud.

LA HAVE RIVER.

La Have river, Lunenburg county, an important navigable river, about 50 miles west from Halifax. The head of navigation is 12 miles from the sea, at Bridgewater, an important town on the Halifax and South Western railway, 72 miles from Halifax, containing large saw-mills, exporting 30 to 40 million feet of lumber annually to the West Indies and South America.

During the year 1909-10, the W. J. Poupore Company, under contract, removed 23,282 cubic yards (at a cost of $21,357.72) in deepening and widening the river channel, abreast of the lower wharfs of the town.

Work begun, August 12, and was completed September 23, 1909.

PETIT DE GRAT.

Petit de Grat inlet lies between Petit de Grat island and the southeast extremity of Isle Madam. It is 2½ miles in length and has a sufficient depth for small vessels, but is obstructed by numerous rocks and reefs.

During the year 1909-10, Messrs. Beazley Bros., of Halifax, were engaged in improving the approaches to Jean's, Duff's and Comeau's wharfs. Dredging operations were in progress June 23 to August 6. The work performed included a cutting 300 feet in length, 135 feet in width and two feet in average depth, to from 10 to 12 feet at extreme low water, from the main channel to 'Jean's' wharf; a cutting 600 feet in length, 50 feet in average width and 2 feet in average depth, to from 13 to 14 feet at extreme low water, on the west side of the channel leading to 'Duff's' wharf, and a cutting about 500 feet in length, 65 feet in average width, and two feet in average depth, to from 11 to 14 feet at extreme low water, from the main channel to 'Comeau's' wharf.

Materials removed, 10,945 cubic yards of mud and 45¾ cubic yards of rock.

Spring tides rise 6 feet.

RED ISLANDS.

North Pond, in the district of Red Islands, Richmond county, is on the southwestern side of the Great Bras d'Or lake, about 21 miles northward from St. Peter's canal.

To facilitate the shipment of limestone by the Nova Scotia Steel & Coal Co., the opening of a channel, 60 feet in width at bottom and 15 feet in depth at low lake level, through the beach separating North Pond from the Great Bras d'Or lake, was undertaken by the dredge *Cape Breton*, in 1906-7. A channel 40 feet in width, at bottom, and 8 feet in depth, was made by over-casting with the intention of making the pond available as a harbour of refuge for the dredge. Shortly after the completion of the cutting, the dredge having been ordered to suspend operations and to proceed to North Sydney, the over-casting was washed into the channel, leaving the entrance in about the same condition as before dredging operations were undertaken.

During the year 1909-10, the opening of a channel, 60 feet in width with a depth of 15 feet at low lake level, was undertaken by the W. J. Poupore Co., Ltd. Operations were commenced June 3 and continued up to July 21, when the amount available became exhausted. During a westerly gale, a few days before the suspension of operations, the channel was partly filled in with sand, which had to be removed.

The work performed included a cutting 530 feet in length, 75 feet in average width, at bottom, and 4 feet in average depth.

Materials removed, 16,758 cubic yards of sand and gravel.

High lake level is 1½ feet above low lake level.

YARMOUTH.

Yarmouth, Yarmouth county. The town of Yarmouth, with a population of about 7,000, is situated at the extreme southwest end of Nova Scotia and, next to Halifax, is the most important shipping port in the province. In 1908-9, there entered inwards 624 vessels of an aggregate tonnage of 164,511, and outwards 639 vessels of 149,116 tons. Value of exports $1,331,493, of imports $613,684, and of goods entered for consumption $617,025, while the duties collected amounted to $54,835.04.

Yarmouth is the terminus of the Halifax and Southwestern railway, 248 miles from Halifax, and of the Dominion Atlantic railway, 216 miles from Halifax. It is also the sea terminus of the Dominion Atlantic Railway Company's line of steamers to Boston, daily in summer and semi-weekly in winter, which do a very large passenger business, the number of passengers for the 12 months being about 70,000.

In addition to local manufactures, there is annually shipped to foreign ports from 20,000,000 to 30,000,000 feet of lumber.

The shipping and trade of the port are seriously handicapped by the narrowness and crookedness of the harbour channel, and great improvements are necessary, feasible and fully warranted.

The following is a concise statement of the dredging done in the harbour since 1872:—

	Cubic yards.	Cost.
Removed by departmental dredges from July 1, 1872, to April 1, 1909	658,117	$189,047 31
Hand-digging in 1897-8	460	296 26
In 1907-8, the Atlantic Wrecking Co.'s craft *Twilight* and *Coastguard* at $50 per day removed a number of isolated boulders, quantity not measurable	.....	5,692 14
In 1908-9, the Dominion Dredging Co., under contract, removed mud and sand	297,628	154,766 57
And rock in large boulders	86·2	431 00
In 1909-10, the Dominion Dredging Co., under contract, removed mud and sand	118,599	61,714 48
Rock in boulders	16·3	81 50
	1,074,804	$412,029 26

The dredging in the past two years had been carried down to 18 feet below L.W.O.S.T.

Spring tides rise 13 feet.

Work carried on from April to November, 1909.

SESSIONAL PAPER No. 19

STATEMENT of Expenditure and Quantities of Material removed by the different Contractors' Dredges at various locations in Nova Scotia, New Brunswick and Cape Breton, during the Fiscal Year ending November 30, 1909.

Dredges.	Location.	Yards Removed.	Character of Soil.	Expenditure.	Cost per Yard.
				$ cts.	$ cts.
Asp—					
J. S. Gregory	Ballast wharf, St. John harbour.	6,586·95	Mud, clay and coal	2,124 22	0 32$\frac{6}{25}$
Bruiser—					
Cape Breton Dg. Co.	Fourchie, C. B.	71,696·68	Mud, sand, gravel, boulders and rock.	35,161 21	0 49$\frac{8}{25}$
Cynthia—					
Maritime Dg. & Con. Co.	Sand Point	33,124·3	Mud, clay and hardpan.	15,102 04	0 45$\frac{20}{50}$
	Beacon Bar	266,878·2	Gravel and rock	106,317 36	0 39$\frac{14}{50}$
		300,002·5			
Delver No. 1—					
Dominion Dg. Co.	Cheticamp Harbour.	49,443	Mud, sand and gravel	34,767 45	0 70$\frac{3}{10}$
Grey Loggie—					
A. & R. Loggie	Loggieville	30,546	Mud and clay	10,847 22	0 35$\frac{1}{2}$
	Campbellton	8,246	Mud and clay	5,000 10	0 60$\frac{24}{50}$
		38,792			
Hayward—					
A. & R. Loggie	Caraquet	48,772	Mud, clay, sand	20,406 50	0 41$\frac{21}{50}$
	Bathurst	75,797	Mud, clay, sand	31,483 27	0 41$\frac{13}{50}$
		124,569			
Iroquois—					
Maritime Dg. & Con. Co.	Oromocto Shoals	56,380·03	Sand, clay, mud, gravel	28,546 95	0 52$\frac{12}{25}$
	Beacon Bar	42,456·1	Sand, gravel and clay	17,427 13	0 41
		98 836·13			
King Edward—					
W. J. Poupore Co.	La Have River.	23,184	Stone and gravel	21,483 22	0 92$\frac{33}{50}$
No. 2—					
Beazly Bros	Petit de Grat.	12,429	Hardpan, mud and rock.	14,175 88	1 14
No. 4—					
Dominion Dg. Co.	Yarmouth	118,648·6	Mud, stones, gravel, rock.	61,426 35	0 51$\frac{12}{25}$
Prince Guy—					
W. J. Poupore Co.	Red Islands	16,758	Sand and gravel	8,503 50	0 50$\frac{7}{50}$
Prince Louis—					
W. J. Poupore Co.	Miramichi Bay	65,129	Mud, hardpan and sand.	39,397 18	0 60$\frac{12}{25}$
Peter England—					
P. England	South W. Miramichi	13,171	Sand	4,783 73	0 36$\frac{8}{25}$
Reliable—					
A. & R. Loggie	Dalhousie	62,725	Hardpan	31,662 13	0 50$\frac{17}{25}$
Saugus—					
Maritime Dg. & Con. Co.	Digby	41,390	Mud, hardpan, logs	20,887 50	0 50$\frac{23}{50}$
	Beacon Bar	73,634·7	Mud, sand, gravel	30,948 74	0 40$\frac{2}{5}$
		115,024·7			

Classification of Disbursements during Fiscal Year 1909–10.

DREDGE 'CANADA.'

Items.	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Grand Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	543 69	693 34	637 00	696 66	715 61	745 81	772 24	749 13	835 02	671 66	677 00	645 36	8,382 52
Coal	122 83	200 28	422 98	94 87	374 00	243 36	246 11	238 25	187 50	194 43	67 86	73 56	2,466 03
Provisions	151 88	179 08	166 40	226 61	170 69	169 49	182 27	208 36	205 75	165 84	123 77	184 92	2,135 09
Stores	35 85	6 20		409 20	122 38	66 50	121 74	300 14	166 11	103 99	545 06	236 29	2,113 46
Equipment	29 66	22 42	35 52	1 50	104 86	108 67	445 05	3 75			575 45	684 67	2,011 55
Water				37 50	33 00	34 50	37 50	23 00	24 50	13 00			203 00
Repairs	16 18	5 35	0 75	77 54	38 48	198 64	665 90	547 50	60 00	231 62	1,193 07	826 21	3,861 24
Towage	308 00	750 00	840 00	690 00	780 00	780 00	780 00	780 00	810 00	1,007 50	1,453 50	1,320 00	10,299 00
Wharfage	23 50		30 00							1 90	9 81	13 00	78 21
Contingencies	13 49	7 13	66 78	10 75	32 27	34 95	87 98	217 95	329 67	685 90	552 10	500 17	2,539 14
Totals	1,245 08	1,863 80	2,199 43	2,244 66	2,371 29	2,381 92	3,338 79	3,068 08	2,618 55	3,075 84	5,197 62	4,481 18	34,089 24
Working expensea	1,228 90	1,858 45	2,198 68	2,167 12	2,332 81	2,183 28	2,672 89	2,520 58	2,558 55	2,844 22	4,004 55	3,657 97	30,228 00
Repairs ordinary	16 18	5 35	0 75	77 54	38 48	198 64	665 90	547 50	60 00	Nil.	Nil.	Nil.	1,610 34
" extraordinary	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	231 62	1,193 07	826 21	2,250 90
Totals	1,245 08	1,863 80	2,199 45	2,244 66	2,371 29	2,381 92	3,338 79	3,068 08	2,618 55	3,075 84	5,197 62	4,484 18	34,089 24

Classification of Disbursements during Fiscal Year 1909-10.

DREDGE 'GEORGE McKENZIE.'

Items.	April.	May.	June.	July.	August.	September.	October.	November	December	January.	February.	March.	Grand Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	432 55	464 00	490 54	551 87	480 12	459 59	Dredge working at Port Elgin, N.B.	465 00	404 26	280 00	280 00	280 00	4,587 93
Coal		52 00			319 50			57 19	27 60				456 29
Provisions	84 20		302 69	137 15	93 11	133 37		81 89	85 35	50 90	44 75	48 04	1,061 45
Stores	31 80	129 31			11 98	60 30		37 57		14 66			285 62
Equipment			768 70	19 19									787 89
Water				8 67	4 33	6 50			10 00				29 50
Repairs	2,929 13	3 86		26 95		6 35		307 66	4 23	499 81	239 37	59 73	4,077 09
Contingencies	23 88	13 00	44 79		30 00			7 21		21 55	14 80		155 23
Totals	3,501 56	662 17	1,606 72	743 83	939 04	666 11		956 52	531 44	866 92	578 92	387 77	11,441 00
Working expenses	572 43	658 31	1,606 72	716 88	939 04	659 76		648 86	527 21	367 11	339 55	328 04	7,363 91
Repairs ordinary	Nil.	3 86	Nil.	26 95	Nil.	6 35		307 66	4 23	Nil.	Nil.	Nil.	349 05
" extraordinary	2,929 13	Nil.	Nil.	Nil.	Nil.	Nil.		Nil.	Nil.	499 81	239 37	59 73	3,728 05
Totals	3,501 56	662 17	1,606 72	743 83	939 04	666 11		956 52	531 44	866 92	578 92	387 77	11,441 00

Classification of Disbursements during Fiscal Year, 1909–10.

DREDGE 'NORTHUMBERLAND.'

Items.	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Grand total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	512 55	810 18	817 98	840 00	845 26	845 26	880 00	880 00	880 00	589 81	500 00	500 00	8,901 04
Coal	.....	648 08	994 75	824 55	837 20	1,038 45	629 05	629 05	277 15	.....	.....	.....	5,878 28
Provisions	313 94	218 07	318 92	345 54	349 62	284 27	366 34	303 38	161 33	84 86	133 92	218 03	3,098 22
Stores	.....	361 06	.....	140 20	290 35	100 61	55 33	32 59	89 04	153 02	159 17	301 31	1,682 68
Equipment	601 70	.....	1,741 05	587 88	690 00	.....	36 95	1,000 00	.....	205 00	.....	90 00	4,952 58
Water	100 00	.....	219 37	210 00	160 50	177 75	123 75	191 25	39 00	.....	.....	.....	1,221 62
Repairs	2,055 08	1,455 39	248 98	.....	30 90	.....	107 21	460 72	40 30	28 22	1,014 76	1,884 21	7,325 77
Towage	18 00	45 00	66 00	.....	.....	.....	.....	.....	45 00	.....	.....	.....	174 00
Wharfage	15 00	169 00	200 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	384 00
Contingencies	64 75	24 61	48 58	20 83	20 38	40 44	33 43	15 83	16 86	41 56	96 57	42 30	466 14
Totals	3,681 02	3,731 39	4,655 63	2,969 00	3,224 21	2,486 78	2,232 06	3,512 82	1,548 68	1,102 47	1,904 42	3,035 85	34,084 33
Working expenses	1,625 94	2,276 00	4,406 65	2,969 00	3,193 31	2,486 78	2,124 85	3,052 10	1,508 38	1,074 25	889 66	1,151 64	26,758 56
Repairs, ordinary	243 79	Nil.	248 98	Nil.	30 90	Nil.	107 21	Nil.	40 30	28 22	Nil.	Nil.	699 40
" extraordinary	1,811 29	1,455 39	Nil.	Nil.	Nil.	Nil.	Nil.	460 72	Nil.	Nil.	1,014 76	1,884 21	6,626 37
Totals	3,681 02	3,731 39	4,655 63	2,969 00	3,224 21	2,486 78	2,232 06	3,512 82	1,548 68	1,102 47	1,904 42	3,035 85	34,084 33

Classification of Disbursements during Fiscal Year, 1909 10.

DREDGE 'CAPE BRETON.'

Items.	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Grand total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	555 90	502 88	510 00	510 00	646 50	546 01	550 00	550 00	560 00	340 93	370 00	390 37	6,032 59
Coal				298 00	226 20	273 00					46 61	334 50	1,178 34
Provisions	345 27	220 01	113 71	288 23	220 24	214 63	134 52	147 41	152 54	120 09		155 00	2,111 65
Stores		24 40	12 60				22 22					477 58	536 80
Equipment	480 81	337 95	765 53							370 43		74 31	2,029 03
Water	22 75			30 00	47 95								100 70
Repairs	385 18	2,994 52		6,178 64			208 89	122 07		410 64		53 67	10,553 61
Pilotage				5 00									5 00
Towage		120 00	660 00	1,989 58	1,460 00	1,428 00	1,750 00	1,916 00	1,685 13				11,038 71
Wharfage	40 00	16 00		26 50									82 50
Contingencies	29 86	3 19	2 50	8 76	87 65	6 13	97 40	10 00	50 29	12 25	49 39	29 63	387 05
Totals	2,059 77	4,218 95	2,064 34	9,334 71	2,688 54	2,467 77	2,763 03	2,775 48	2,447 96	1,254 34	466 03	1,515 06	31,055 98
Working expenses	1,474 59	1,224 43	2,064 34	3,156 07	2,688 54	2,467 77	2,554 14	2,653 41	2,447 96	843 70	466 03	1,461 39	23,502 37
Repairs, ordinary	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	208 89	122 07	Nil.	Nil.	Nil.	Nil.	330 96
" extraordinary	585 18	2,994,52	Nil.	6,178 64	Nil.	Nil.	Nil.	Nil.	Nil.	410 64	Nil.	53 67	10,222 65
Totals	2,059 77	4,218 95	2,064 34	9,334 71	2,688 54	2,467 77	2,763 03	2,775 48	2,447 96	1,254 34	466 03	1,515 06	31,055 98

Classification of Disbursements during Fiscal Year 1909-10.

TUG 'RONA.'

Items.	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Grand totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	224 58	223 34	255 00	319 62	255 00	255 00		255 00	255 00	205 00	205 00	205 00	2,657 54
Coal	25 67	32 50	.....	.....	.....	19 00		57 00	88 13	.....	.....	22 75	245 05
Provisions	74 08	72 51	95 49	127 00	101 03	95 38		50 20	64 41	.....	.....	.....	680 10
Stores	.....	.....	.....	.....	26 00	.....		.....	.....	.....	.....	135 98	161 98
Equipment	.....	.....	.....	.....	.....	.....		.....	.....	8 24	45 70	36 15	138 69
Water	.....	.....	.....	17 33	.....	.....		.....	.....	.....	3 70	.....	21 03
Repairs	.....	160 20	.....	0 90	.....	.....		.....	.....	88 25	.....	19 66	268 41
Pilotage	.....	.....	.....	.....	.....	.....		.....	10 00	.....	.....	.....	10 00
Contingencies	15 36	.....	.....	3 80	1 64	2 73		.....	.....	.....	.....	3 98	27 51
Totals	388 29	488 55	350 49	468 65	383 67	372 11		362 20	417 54	301 49	254 40	422 92	4,210 31
Working expenses	388 29	328 35	350 49	467 75	383 67	372 11		362 20	417 54	213 24	254 40	403 86	3,911 90
Repairs, ordinary	Nil.	Nil.	Nil.	0 90	Nil.	Nil.		Nil.	Nil.	Nil.	Nil.	Nil.	0 90
" extraordinary	Nil.	160 20	Nil.	Nil.	Nil.	Nil.		Nil.	Nil.	88 25	Nil.	19 06	267 51
Totals	388 29	488 55	350 49	468 65	383 67	372 11		362 20	417 54	301 49	254 40	422 92	4,210 31

Tug working at Port Elgin, N. B.

Classification and Quantities of Material removed by Dredges in Nova Scotia during the Year ended March 31, 1910.

DREDGE 'CANADA.'

Description of Material Dredged.	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Grand totals.
	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.
Sand	90	.....	2,120	12,500	600	1,800	5,360	.....	.....	.....	.....	.....	22,470
Sawdust and mud	2,150	11,600	6,100	.....	.....	.....	.....	.....	.....	.....	.....	.....	19,850
Mud	.....	.....	2,500	.....	.....	.....	.....	.....	200	.....	.....	.....	2,700
Sand and mud	.....	.....	.....	.....	18,860	14,850	3,000	2,600	.....	.....	.....	.....	39,310
Mud and rock	.....	.....	.....	.....	.....	.....	.....	500	.....	.....	.....	.....	500
	2,240	11,600	10,720	12,500	19,460	16,650	8,360	3,100	200	.....	.....	.....	84,830
							Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Heavy rock	.....	.....	.....	.....	.....	.....	15	149	138	20	205	210	737

Classification and Quantities of material removed by Dredges in Nova Scotia during the year ended March 31, 1910.

DREDGE 'GEORGE McKENZIE.'

Description of Material Dredged.	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Grand Totals.
	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.
Mud and rock		112½					Working at Port Elgin, N.B.						112½
Mud and sand		112½											112½
Boulders & hard clay		67½											67½
Boulders and coarse stone			2,970		1,800								4,770
Boulders and gravel			1,800	5,130	990	360							8,280
Logs and sand			630										630
Sand and gravel			495	585		1,440							2,520
Boulders				2,940	2,655								5,595
Sand						405							405
Mud								5,750					5,750
	Nil.	292½	5,895	8,655	5,445	2,205		5,750	Nil.	Nil.	Nil.	Nil.	28,242½

DREDGE 'NORTHUMBERLAND.'

Stone and mud		27,693	20,137										47,830
Clay			29,107	82,764	59,500	60,892	82,925	85,876					401,064
Clay and sand			19,390										19,390
Oyster shells and clay			13,002	29,841	43,034	35,652							121,529
	Nil.	27,693	81,636	112,605	102,534	96,544	82,925	85,876	Nil.	Nil.	Nil.	Nil.	589,813

DREDGE 'CAPE BRETON.'

Rock, coal and mud			5,670										5,670
Rock, clay and mud			7,455	1,050									8,505
Ballast and sand				5,880									5,880
Stone and red clay				5,775									5,775
Fine sand					25,830	1,680							27,510
Ballast and mud					4,410								4,410
Stone						1,050							1,050
Stone and boulders						12,390	13,650	10,080	2,310				38,430
Stone and blue clay						210							210
	Nil.	Nil.	13,125	12,705	30,240	15,330	13,650	10,080	2,310	Nil.	Nil.	Nil.	97,440

PROVINCE OF NEW BRUNSWICK.

Campbellton, Restigouche county, N.B. (government wharf).
Clifton, Kings county, N.B.
Hampton, Kings county, N.B.
Jenkin's cove wharf, Kings county, N.B.
Leonardville, Charlotte county, N.B.
Port Elgin, Westmorland county, N.B.
St. Andrews, Charlotte county, N.B.
Shamper's, Kings county, N.B.
St. John Harbour channel.
St. John harbour (winter port wharfs).
Traverse, Restigouche county, N.B.
Wanamaker's, Kings county, N.B.

PROVINCE OF PRINCE EDWARD ISLAND.

Asylum wharf, Queens county, P. E. Island.
Georgetown, Kings county, P. E. Island.
Marine wharf, Queens county, P. E. Island.
Navigation Company's wharf, Queens county, P. E. Island.
Peake's and Queen's docks, Queens county, P. E. Island.
Pownal, Queens county, P. E. Island.
Pinette, Queens county, P. E. Island.
Souris, Kings county, P. E. Island.
Summerside, Prince county, P. E. Island.
Vernon river, Queens county, P. E. Island.

PROVINCE OF NEW BRUNSWICK.

BATHURST.

Between May 10 and June 17, and between August 9 and November 20, of the past season, dredging was performed in Bathurst harbour under contract with Messrs. A. and R. Loggie, by the dredge *Hayward*.

38,392 cubic yards of sand, mud and hard sticky clay were removed in taking off a sharp bend in the channel in the approach to the public wharf and increasing the depth there and in the berth at the public wharf to 8 feet at low water ordinary spring tides.

30,264 cubic yards of sand, mud and clay were removed in giving a passage for logs, &c., about 45 to 60 feet wide with 3½ to 6 feet at low water in front of the Bathurst Lumber Company's mill.

4,363 cubic yards of sand and mud were removed from the ballast bar and 2,778 of sand and mud at the Tetagouche bar in giving a depth of 9 feet for a width of about 45 feet at these points in the main channel through Bathurst harbour.

CAMPBELLTON, RESTIGOUCHE COUNTY, AT GOVERNMENT WHARF.

The government dredge *St. Lawrence* was employed during the season in deepening the shoal at the Traverse, about 4,000 feet long, to 16 feet at low water ordinary

spring tides, and in widening and deepening the berths about the wharfs to about 18 to 22 feet at low water. This work was continued close to the wharfs, and to extend a berth for schooners with 12 feet at low water on the inside, which could not be reached by the *St. Lawrence,* by the dredge *Gray Loggie,* belonging to Messrs. A. & R. Loggie, which removed a total of 8,246 cubic yards.

Work at the government wharf commenced on June 5, 1909, and continued to July 10; also from October 11 to November 9, 1909, removing in all 10,195 cubic yards, at a cost of $10,325.35, or $1.01·28 per cubic yard. Much time was lost, the spoil being mixed with old logs, roots, &c.

CARAQUET HARBOUR.

Dredging was begun and was in progress by the dredge *Hayward,* under contract with Messrs. A. and R. Loggie, between June 23 and August 4, across the shoal in Caraquet harbour, about 3½ miles below the deep water wharf. The least depth on the shoal is 15·2 feet at low water ordinary spring tides and the total length between the 20-foot contours was 4,000 feet.

The dredge made a cut to a depth of about 20 feet at low water ordinary spring tides, 1,100 feet long and 75 to 140 feet wide.

48,772 cubic yards of sand and mud were removed.

CHATHAM.

Dredging was in progress between April 28 and May 19, 1909, in the boom belonging to the J. B. Snowball Co., Ltd., at their Chatham sawmill, by the *Prince Louis* of the W. J. Poupore Dredging Co.

Soundings were taken in the boom, before the dredging and again in September, from which the calculations show that 8,726 cubic yards measured in situ or 10,906 cubic yards barge measurement of pulp, mud, old logs, &c., were removed.

The Snowball Company claim that as mill owners are prevented by the government from discharging sawdust in the rivers, the government should also have taken steps to prevent the filling of the boom and shoaling of the river by the discharge from the pulp mill, and on this account chiefly they ask that the government assume the cost of this dredging, which at 20 cents per cubic yard would be $2,181.60.

CLIFTON, KINGS COUNTY.

On June 25, 1909, the dredge *New Brunswick* moved stone from pier and placed pier in position at Clifton, Kings county, removing 100 yards of clay, &c., at a cost of $81.67, or 81·67 cents per cubic yard.

DALHOUSIE.

Between July 12 and November 2, 1909, the A. & R. Loggie dredge *Reliable,* afterwards named *Invader* worked in the ferry basin at Dalhousie, dredging about the pierhead of the new ferry wharf to form berths for schooners to give 13 feet at low water, and along the western side of the basin, next to the Dalhousie Lumber Company's wharf; a berth for deep water vessels to be 75 feet wide, 600 feet long, and 20 feet deep at low water.

The material removed during the season amounted to 62,725 cubic yards of mud and clay.

GASPEREAU RIVER.

Dredging was in progress between August 17 and October 29, 1908, in the estuary of the Gaspereau river, under contract with the Maritime Dredging and Construction

Company, and a cut was made 1,650 feet long with a mean width of about 70 feet between the 6-foot contours.

The dredging was continued during the fiscal year 1909-10 by the government dredge *Geo. McKenzie*, which arrived early in October, 1909, and left for Pictou on October 28. The cut was extended 500 feet with an average depth of 9 feet at low water and width of 100 feet.

HAMPTON, KINGS COUNTY.

The dredge *New Brunswick* commenced work at Hampton, Kings county, on April 20 and continued until May 19, returned May 23 and worked until June 4, removing 24,260 cubic yards material, at a cost of $2,960.15, or 12·20 cents per cubic yard.

JENKIN'S COVE WHARF, KING'S COUNTY.

The dredge *New Brunswick* worked at Jenkin's Cove wharf, Kings county, from October 24 to November 19, 1909, removing 13,870 cubic yards at a cost of $2,288.25, or 16·49 cents per cubic yard.

LEONARDVILLE.

At Leonardville, Charlotte county, a cove of Deer island, a channel 520 feet long and 60 feet wide was excavated by the dredge *New Dominion* to the site of the proposed wharf, where a basin 170 by 55 feet was also made, all to 9 feet at low water. Two hundred yards to the northeast of the wharf, a shoal 525 feet in extreme length and 115 feet in extreme breadth, locally called the 'sand bar,' was also removed to the same depth by the dredge *New Dominion*.

From the channel to the wharf and basin, 11,275 cubic yards of mud, sand and gravel were removed, and from the sand bar, 10,988 yards of mud and gravel were excavated at a cost of $4,009.48, or 18·01 cents per cubic yard.

LOGGIEVILLE.

Dredging by the *Gray Loggie* was in progress at Loggieville between June 28 and September 2, 1909, in continuation of last year's contract with Messrs. A. & R. Loggie. 30,546 cubic yards of mud were removed from the front of and approaches to the Loggieville wharfs in levelling the shallow spots left last year and giving a depth of 15 to 17 feet at low water ordinary spring tides.

MIRAMICHI BAY.

The dredging of the ship channel of Miramichi bay under contract with the W. J. Poupore Dredging Company was begun on June 5, 1909, by the dredge *Prince Louis*.

Between June 5 and 9, the dredge worked on the Grandoon flats. Between June 10 and July 7, the dredge was fitting up for and attempting to dredge on the Horseshoe, but was able to dig only 22 hours in that time, removing 1,210 cubic yards, on account of the rough weather and exposed locality, the pontoon type of dredge being unsuitable for the work.

Between July 8 and October 23, dredging was in progress on the Grandoon flats. The dredging began in 18 feet at low water towards the lower end of the shoal, working upstream a distance of about 1,500 feet. The dredge was then moved to the upper end of the shoal starting in about 18 feet of water and dredging down stream for a distance of 3,950 feet. There is still a length of about 950 feet between the two cuts where the depth is about 15½ feet at L.W.O.S.T. The width of the cuts was about 50 to 60 feet and depth 20 to 22 feet at L.W.S.T.

The expenditure for the season, including inspection, was $39,429.98.

PORT ELGIN, WESTMORLAND COUNTY.

The dredge *Geo. McKenzie* was ordered from Nova Scotia to perform dredging at Port Elgin, Westmorland county, and remained there from October 8 to 26, 1909, removing during that time 3,465 cubic yards material at a cost of $1,851.76, or 53·13 cents per cubic yard. To do good work the dredge should go there earlier in the season.

ST. ANDREWS.

St. Andrews, the county town of Charlotte, is a terminus of a branch of the Canadian Pacific railway, and lies, by water, 50 miles west of St. John. The town (lately incorporated) is situated at the mouth of the St. Croix, on the point of a peninsula, stretching into Passamaquoddy bay, a deep sheltered inlet of the Bay of Fundy, navigable for vessels of the deepest draught at all seasons of the year. In the summer months, St. Andrews is a favourite watering place, frequented by tourists and yachtsmen, and also by fishermen. About 15,000 tons of coal, brought in barges 13½ feet in draught, are landed annually at St. Andrews for the use of the Canadian Pacific railway.

The harbour is formed by Navy Island, a mile in length, lying parallel to the coast, and by the bars trending at each end towards the shore from the island.

Flood tide, which in spring rises 25 feet, flows into the harbour through the east and west channels thus formed, while the converse happens at the ebb. Between the lines of low water mark, the harbour is about ¾ of a mile long and ⅓ of a mile broad.

During 1909-10, a part of the shoal called the Middle ground, 800 feet in length and 450 feet in extreme breadth was removed to 12 feet below low water. A cut of the same depth, 650 feet long and about 40 feet wide was also made to the natural basin. 76,492 cubic yards of clay, sand and shells were removed at a cost of $12,497.06, or 16·34 cents per cubic yard.

SHAMPER'S, KINGS COUNTY.

From July 1 to October 23, 1909, 76,980 cubic yards mud, clay, stone and gravel were removed at Shamper's wharf, Kings county, at a cost of $9,559.88, or 12·41 cents per cubic yard.

ST. JOHN HARBOUR CHANNEL.

During the months of April, May and June, 1909, the dredge *W. S. Fielding* was undergoing extensive repairs to buckets and machinery at St. John. From July 2 to September 8, and again from November 12, 1909, to February 3, 1910, the dredge was engaged improving the width of channel at entrance to St. John harbour to 400 feet, and the depth to 30 feet L.W.S.T., removing 360,375 cubic yards stone, gravel, mud and sand at a cost of $58,497.92, or 16·23 cents per cubic yard.

ST. JOHN HARBOUR (WINTER PORT WHARFS).

From September 9 to October 20, 1909, the dredge *W. S. Fielding* was employed in dredging at the winter port berths, West St. John, removing 43,200 cubic yards rocks, boulders and hard clay at a cost of $16,863.64, or 39·27 cents per cubic yard.

ST. LOUIS RIVER.

The St Louis river or Kouchibouguacis, Kent county, enters the Gulf of St. Lawrence, 7 miles north of the entrance to Richibucto harbour. The inhabitants of the parish, numbering over 2,000, live almost entirely along the river within 17 miles of the mouth, and are occupied chiefly in farming.

The St. Louis Agricultural Society purchased, about 7 years ago at a cost of $1,600, an orange peel dredge with which a large quantity of mud, about 7,500 tons in

1904, is dug each year from the lower part of the river and used as a fertilizer. This is taken in scows to the various farms, but the old and long continued practice of dumping sawdust and other mill refuse into the river when lumbering was a flourishing industry, has practically filled the channel over about 2½ miles of what should be the navigable section, and much of the mud must now be hauled by teams the extra distance.

During the past season, $1,000 was appropriated for the improvement of the channel. The agricultural society's dredge was hired for $13 per day, including cost of repairs, gasoline and oil, and the services of an engineer, and the work was done by day labour. 3,166 cubic yards of mud, slabs, sticks, &c., were removed over a length of 4,615 feet in digging a channel about 40 feet wide and 4 feet deep, and a number of trees, logs, &c. were hauled out with teams. These were used together with brush, stone and dredged material, in making breastworks and banks across blind channels, &c., to keep the current in the new cut.

685 lineal feet of breastworks, 6 to 8 feet wide, were constructed of slabs and logs bolted together and covered with brush and stone, reaching generally to high water level, and 1,610 feet of rough banks were made of the sticks and other dredged material.

The work extended over a distance of 8,100 feet. There remains a distance of 5,060 feet to deep water over which about 4,060 lineal feet will require more or less dredging.

Work was in progress August 4 to 7, August 11 to September 22, October 11 to 16, and from October 26 to 30.

The expenditure for the fiscal year was $999.95.

The total expenditure to date has been $4,132.42, of which $3,132.47 was expended on the St. Louis public wharf.

SOUTHWEST MIRAMICHI.

Between June 9 and August 12, dredging was in progress by the dredge *Peter England*, under contract with Mr. Peter England, at a shoal about ¾ of a mile below Millerton and about 1¾ miles above the shoal which was dredged last year. The shoal was about 1,000 feet long with a least depth of 5·2 feet; 10,690 cubic yards of sand were removed, increasing the depth to 7 feet in a channel 60 feet wide.

Between August 12 and 24, the dredge worked at the lower shoal widening the cut towards the lower end and where it was not completed last year; 1,874 cubic yards of sand were removed here.

In addition, 116 pieces of logs, stumps and trees from 12 to 35 feet long, which were a danger to navigation and could collect ridges of sand on the bottom, were removed from the cuts.

The expenditure for the season, including inspection, was $4,813.72.

TABUSINTAC.

The coast of Northumberland county between Tabusintac river and the Miramichi is skirted by a series of low sandy islands inside which is a passage used in towing about 8,000,000 to 15,000,000 feet B.M. of logs annually to Chatham, &c.

Dredging was in progress with the dredge *Excavator* in 1908 under contract with Peter England to cut a channel with about 2 feet at low water through flats at the Black Lands or Tabusintac gully, which is the shoalest point of the passage.

The cut about 25 feet wide made in 1908 was found last spring to have deepened by the current produced and the dredging was therefore continued between September 28 and October 30, when 5,340 cubic yards of sand were removed in widening the cut,

which is 800 feet long, to 60 feet, with 2 feet at low water, and starting another strip 100 feet long 40 feet wide and 2½ feet deep at low water.

The expenditure for the fiscal year amounted to $2,058.45.

TRAVERSE, RESTIGOUCHE COUNTY.

From July 12 to October 9, 1909, the dredge *St. Lawrence* was engaged at Traverse, Restigouche county, removing 40,005 cubic yards sand and old logs at a cost of $13,391.57, or 33·47 cents per cubic yard.

WANAMAKER'S, KINGS COUNTY.

From May 20 to 22, 1909, the dredge *New Brunswick* was engaged cutting a channel through the bar at Wanamaker's, near Hampton, Kings county, removing 1,050 cubic yards mud and logs at a cost of 18·72 cents per cubic yard.

PROVINCE OF PRINCE EDWARD ISLAND.

ASYLUM WHARF.

The Falconwood Asylum for the care of the insane, maintained by the government of Prince Edward Island, is situated on the north bank of the East or Hillsborough river about 1½ miles east of Charlottetown. For convenience in carriage of coal required for the institution, the local government in 1906 built a wharf extending to low water, and to which the department, in the same year, dredged a channel 50 feet wide carrying a depth of about 6 feet at low water or 15½ feet at H.W. spring tides that here rise 9½ feet.

From May 17 to June 16, 1909, 10,125 cubic yards mud, clay and rock were removed by the dredge *Prince Edward,* making a channel 750 feet long and turning basin to a depth of 10 feet L.W.S.T. at a cost of $2,675.84, or 26·44 cents per cubic yard.

GEORGETOWN, KINGS COUNTY.

From November 25, 1909, to January 5, 1910, dredging was performed at Georgetown, Kings county, by the dredge *Prince Edward,* 2,407 cubic yards brick clay, mud and rocks being removed at a cost of $1,949.14, or 80·97 cents per cubic yard. Dredging here was very difficult.

CHARLOTTETOWN HARBOUR.

Charlottetown Harbour, Queens county, is reached from Northumberland Straits, through Hillsborough bay, its entrance from latter, between Blockhouse and Sea Trout Pointe, being about ¾ of a mile wide which width continues for about a mile to Canso and Battery points, immediately within which, at the confluence of the Hillsborough, West and North rivers, it expands into one of the finest harbours in America, being accessible for vessels of the largest class and affording perfect safety for any number or description. Charlottetown, the capital of Prince Edward Island, is situated on the north bank of the Hillsborough river a short distance within the entrance and where the deepest water approaches the shore; its wharfs, however, have required being built from 500 to 700 feet long to reach the edge of the channel or deep water, while to render the sides and different docks of service, improvement by dredging is required from time to time, and during the past season the following work of this nature was done by the dredge *Prince Edward*:—

Marine Wharf, Queens County.

The dredge *Prince Edward* worked at Marine wharf, Charlottetown, from July 5 to 14, 1909, removing 1,845 cubic yards mud to a depth of 17 feet, L.W.S.T., at a cost of $1,042.77, or 56·51 cents per cubic yard.

Navigation Company's Wharf, Queens County.

From April 27 to May 16, 1909, the dredge *Prince Edward* was engaged at Navigation Company's wharf, Charlottetown, removing 6,705 cubic yards mud, sand and rocks to a depth of from 20 to 16 feet L.W.S.T., at a cost of $2,089.46, or 31·61 cents per cubic yard.

Peake's and Queens Docks, Queens County.

From June 17 to July 4, the dredge *Prince Edward* was engaged in removing from Peake's and Queens wharf, Charlottetown, 4,860 cubic yards of mud and sand to a depth of 8 to 17 feet L.W.S.T. at a cost of $1,586.60, or 32·65 cents per cubic yard.

POWNAL, QUEENS COUNTY.

At Pownal, Queens County, the dredge *Prince Edward* was engaged from July 15 to September 18, and from September 29 to October 6, 1909, removing 14,400 cubic yards mud, sand and clay at a cost of $3,620.10, or 25·41 cents per cubic yard.

PINETTE, QUEENS COUNTY.

The dredge *Montague* worked at Pinette, Queens county, from June 15 to August 17, 1909, removing 15,500 cubic yards mud and sand to 8 feet L.W.S.T., at a cost of $4,784.13, or 30·86 cents per cubic yard.

SOURIS, KINGS COUNTY.

From April 29 to June 14, 1909, the dredge *Montague* was engaged at Souris, Kings county, and removed 14,400 cubic yards mud, rock and clay, at a cost of $2,908 or 20·19 cents per cubic yard. Depth of dredging, 20 feet L.W.S.T.

SUMMERSIDE HARBOUR.

Summerside Harbour, Prince county, is on the southern side of the island and is the second place in importance as to population, shipping, &c. From it, during the season of navigation (usually from April 15 to December 15) daily communication is had by vessels of the 'Charlottetown Steam Navigation Company, Ltd.,' to Pointe du Chêne, where connection is made with the Intercolonial railway and so with all parts of Canada and the continent. The harbour is commodious and safe, and as a depth of 20 feet at low water can be carried into it, this, with the rise of tide of from 5 to 7 feet, gives ample water for vessels of good draught, such as that of several lines of steamers from and to Montreal, St. John's, Newfoundland, &c.

The water carried at some of the wharfs having been found inadequate, for improvement of this, the dredge *Montague* was engaged from September 2 up to December 10 last, working first September 2 to 14, on the eastern side of the railway wharf, where a berth about 300 feet long by about 60 feet wide was deepened to an average of 16 feet at low water, this requiring the removal of about 5,500 cubic yards of mud and clay; and secondly, from September 11 to December 10, deepening the water at the end and either side of the 'Queens' or Town wharf, making loading berths 200 feet long by 60 feet wide, carrying a depth of 16 feet at low water spring tides. An approach was also made from the outer deep water to the end of the wharf, and on

the eastern side an additional length of 100 feet was dredged to give a depth of 10 feet at low water, this in all requiring the removal of 35,450 cubic yards of mud, clay and hardpan, at a cost of $9,100.38 or 25.39 cents per cubic yard.

VERNON RIVER, KINGS COUNTY.

At Vernon River, Kings county, the dredge *Prince Edward* removed 7,470 cubic yards mud, working from October 7 to November 9, 1909, at a cost of $3,009.40, or 40.28 cents per cubic yard.

DREDGING PLANT.

The following is a summary description of the dredging plant owned and operated by the Public Works Department in the provinces of New Brunswick and Prince Edward Island:—

The Self-Propelling Elevator Dredge 'St. Lawrence' (iron hull).

Length over all, 175 feet; beam, 30 feet; draft, when loaded, aft, 13.5 feet; draft, when loaded, forward, 8.5 feet; least working depth (ladder with 32 buckets dropped 30 feet from bow), 8.5 feet; greatest working depth (bucket ladder dropped 40 feet from bow), 28 feet.

Capacity of hopper for spoil material, 350 cubic yards.

Speed when light, 6 to 7 miles per hour.

Speed when loaded, 3 to 4 miles per hour.

Daily rate of dredging hard material, 350 to 700 cubic yards.
" " ordinary earth, 750 to 1,000 cubic yards.
" " soft material, 1,050 to 1,400 cubic yards.
" " using barges to remove spoil, 1,200 to 1,600 cubic yards.

Number of steel barges, three.

The Spoon Dredge 'New Dominion' (wooden hull).

Last operation by this dredge was at Leonardville, Charlotte county, N.B., on February 12, 1910, when dredge broke down, leaving uncompleted a small part of the work there. Being condemned as unfit for further use, she was then removed to St. Andrews, N.B., where under instructions, boiler and machinery were removed and sold by public auction. The hull of dredge was disposed of by tender.

The Spoon Dredge 'Prince Edward' (wooden hull).

Length over all, 80 feet; width, 28 feet; draft, 6 feet; greatest working depth, 21 feet.

Daily rate of dredging in hard material, 300 cubic yards.
" " with ordinary material, 500 cubic yards.
" " in soft material, 600 to 700 cubic yards.

Number of dump scows used, three.

The Spoon Dredge 'New Brunswick' (wooden hull). (Changed this year from Clam-Shell Dredge).

Length over all, 78 feet; width, 29 feet; draft, 6 feet; greatest working depth, 18 feet.

Daily rate dredging in hard material, 500 cubic yards.
" " in ordinary material, 700 cubic yards.
" " in soft material, 900 cubic yards.

Number of dump scows used, two.

The Self-propelling Elevator and Sand Pump Dredge 'W. S. Fielding' (steel hull).

Length over all, 247 feet.
Width over all, 42 feet.
Draft when loaded aft, 19 feet.
Greatest working depth, 61 feet.
Capacity of hoppers for spoil, 1,000 cubic yards.
Speed when light, 7 miles per hour.
Speed when loaded, 4 miles per hour.
Daily rate of dredging, 2,000 cubic yards with buckets.
Daily rate of dredging, 1,000 cubic yards with sand pump.
Daily rate of dredging, using barges to remove spoil, 1,000 to 4,000 cubic yards.
Number of steel barges used, four.

The Spoon Dredge 'Montague' (steel hull).

Length over all, 90 feet.
Width, 37 feet 8 inches.
Draft, 5 feet 6 inches.
Greatest working depth, 28 feet.
Daily rate of dredging, 10 hours, 1,000 cubic yards.
Number of barges used, two, 72 feet long, 19 feet 8 inches wide, depth, 7 feet.

Tug 'Helena.'

Length, 111 feet; beam, 23 feet; hold, 13 feet; horse-power, 87.

Tug 'Hercules.'

Length, 73 feet; breadth, 20 feet; hold, 8 feet 2 inches; net tonnage, 24; gross tonnage, 87; horse-power, 50 (Sc.)

MEMORANDUM of quantities removed by the several dredges in the provinces of New Brunswick and Prince Edward Island during the fiscal year 1909-10.

	Cubic Yards.
St. Lawrence	50,200
New Dominion	98,754
Prince Edward	47,812
Geo. McKenzie	3,465
New Brunswick	116,260
W. S. Fielding	403,575
Montague	65,350
Total	785,416

Classification of Disbursements of the Dredges during the Year ending March 31, 1910.

DREDGE 'ST. LAWRENCE.'

Items.	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Grand Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	391 10	558 37	598 81	627 08	608 08	601 36	580 89	561 56	466 58	385 12	282 04	402 00	6,062 99
Coal	117 43	237 90	830 45		1,022 90			14 25	45 50				2,268 43
Provisions	162 01	204 18	225 61	261 60	148 06	210 49	155 64	392 82	142 63				1,903 04
Stores	70 15	368 75	20 21	9 70			59 47				81 91	22 97	624 16
Equipment					12 38		4 00	81 91		20 99			119 28
Water	11 00							24 67	29 00				64 67
Repairs	142 35	133 15	2,840 05	156 24	117 87	687 79	129 01	34 90	269 95	22 32	1,074 22	1,625 86	7,233 71
Pilotage		25 00											25 00
Towage				2,560 00	1,040 00	1,000 00	1,000 00	620 00					6,220 00
Wharfage	10 00												10 00
Contingencies	33 33	43 88		60 00	8 00	4 28		30 47		22 61		12 81	215 38
Totals	937 37	1,571 23	4,515 13	3,674 62	2,957 29	2,503 92	1,920 01	1,760 58	953 66	451 04	1,438 17	2,063 64	24,746 66
Working expenses	795 02	1,438 08	1,675 08	3,518 38	2,839 42	1,816 13	1,791 00	1,725 68	182 31				15,781 10
Repairs, ordinary	142 35	133 15	15 48	156 24	15 05	687 79	129 01	34 90					1,313 97
" extraordinary			2,824 57		102 82				771 35	451 04	1,438 17	2,063 64	7,651 59
Totals	937 37	1,571 23	4,515 13	3,674 62	2,957 29	2,503 92	1,920 01	1,760 58	953 66	451 04	1,438 17	2,023 64	24,746 66

DREDGE 'NEW DOMINION.'

Wages	475 00	474 18	475 00	475 00	475 00	477 50	505 50	480 00	474 18	475 00	168 67	256 16	5,511 19
Coal	.....	.....	75 44	262 12	865 12	.....	20 00	20 50	.....	59 48	12 08	.....	1,314 74
Provisions	136 49	111 35	102 68	100 31	109 41	103 19	96 18	109 19	107 96	72 51	86 97	28 25	1,164 49
Stores	82 62	38 95	.....	61 04	12 14	.....	8 92	.....	21 46	.....	.....	.....	228 13
Equipment	.....	11 00	.....	.....	.....	89 65	.....	.....	.....	.....	.....	.....	100 65
Water	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 25	.....	.....	5 25
Repairs	150 83	51 06	.....	20 33	.....	124 63	.....	13 69	.....	.....	.....	84 90	445 44
Pilotage	.....	.....	.....	.....	.....	.....	.....	10 00	.....	.....	.....	.....	10 00
Towage	418 00	.....	780 00	1,530 00	780 00	711 57	582 24	721 63	780 00	750 00	480 00	.....	7,535 84
Contingencies	26 24	.....	3 40	16 08	.....	3 28	1 50	1 99	1 96	2 29	6 50	31 73	94 97
Totals	1,289 18	686 54	1,436 52	2,464 88	2,241 67	1,509 82	1,214 34	1,359 40	1,388 56	1,364 53	1,054 22	401 01	16,410 70
Working expenses	1,138 35	635 48	1,426 52	2,441 55	2,241 67	1,385 19	1,214 34	1,345 71	1,388 56	1,364 53	1,054 22	.....	15,649 12
Repairs, ordinary	150 83	51 06	.....	20 33	.....	124 63	.....	.....	.....	.....	.....	.....	346 85
" extraordinary	.....	.....	.....	.....	.....	.....	.....	13 69	.....	.....	.....	401 01	414 73
Totals	1,289 18	686 54	1,436 52	2,464 88	2,241 67	1,509 82	1,214 34	1,359 40	1,388 56	1,364 53	1,054 22	401 04	16,410 70

DREDGE 'PRINCE EDWARD.'

Wages	875 40	479 87	499 11	505 00	501 27	501 10	557 55	495 00	506 61	400 43	225 00	407 80	5,957 14
Coal	.....	.....	10 80	429 32	.....	135 00	.....	.....	154 25	.....	50 37	.....	779 74
Provisions	.....	10 36	24 45	6 20	429 74	.....	110 81	436 52	.....	.....	251 71	16 31	1,286 10
Stores	.....	.....	31 55	275 87	86 60	.....	382 44	21 90	.....	.....	.....	144 10	948 46
Equipment	.....	.....	.....	.....	84 82	.....	6 76	.....	.....	.....	.....	82 67	174 25
Water	.....	.....	.....	55 10	62 55	.....	121 00	15 20	58 97	.....	.....	.....	312 82
Repairs	22 94	52 38	.....	.....	232 75	.....	78 41	22 50	.....	.....	.....	404 94	813 92
Pilotage	.....	.....	.....	.....	.....	.....	38 00	26 00	.....	.....	.....	.....	64 00
Towage	133 00	612 50	650 00	665 00	603 05	590 67	564 14	650 00	800 00	75 00	.....	.....	5,343 36
Wharfage	.....	.....	.....	.....	.....	.....	31 25	.....	.....	.....	.....	.....	31 25
Contingencies	.....	.....	2 00	41 24	10 95	.....	20 30	51 10	.....	11 00	30 85	2 10	169 54
Totals	1,031 34	1,155 11	1,220 91	1,977 73	2,014 73	1,226 77	1,910 66	1,721 22	1,519 83	486 43	557 93	1,057 92	15,880 58
Working expenses	1,008 40	1,102 73	1,220 91	1,977 73	1,781 98	1,226 77	1,832 25	1,698 72	1,519 83	486 43	270 71	245 18	14,371 64
Repairs, ordinary	22 94	52 38	.....	.....	.....	.....	78 41	22 50	.....	.....	.....	.....	176 23
" extraordinary	.....	.....	.....	.....	232 75	.....	.....	.....	.....	.....	287 22	812 74	1,332 71
Totals	1,031 34	1,155 11	1,220 91	1,977 73	2,014 73	1,226 77	1,910 66	1,721 22	1,519 83	486 43	557 93	1,057 92	15,880 58

CLASSIFICATION OF DISBURSEMENTS of the Dredges during the Year ending March 31, 1910.

DREDGE 'GEO. McKENZIE.'

ITEMS.	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Grand Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages							590 07						590 07
Coal							144 45						144 45
Provisions							107 33						107 33
Stores							11 42						11 42
Water							50 00						50 00
Towage							585 94						585 94
Contingencies								4 36					4 36
Totals							1,489 21	4 36					1,493 57
Working expenses							1,489 21	4 36					1,493 57
Repairs, ordinary													
" extraordinary													
Totals							1,489 21	4 36					1,493 57

DREDGE 'NEW BRUNSWICK.'

Wages	307 89	108 97	423 58	405 00	415 58	415 00	415 00	407 28	354 29	421 68	603 75	1,012 14	5,590 16
Coal	189 25	.....	186 53	107 14	.....	401 79	.....	133 93	39 97	13 50	.....	.....	1,075 11
Provisions	50 15	126 02	129 71	124 68	167 12	131 29	85 25	98 33	149 91	.....	.....	.....	1,062 16
Stores	214 91	.....	22 12	16 93	8 80	.....	10 05	11 03	.....	.....	.....	64 83	348 67
Equipment	.....	.....	.....	17 56	121 77	.....	.....	74 36	49 22	.....	.....	.....	262 91
Water	4 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 00
Repairs	131 64	2 90	2 10	55 60	32 75	38 63	57 50	.....	.....	215 28	579 94	727 63	1,848 27
Towage	80 00	765 00	698 02	713 01	646 08	631 00	602 02	424 43	126 50	.....	.....	12 00	4,698 09
Wharfage	.....	.....	.....	.....	.....	.....	.....	.....	2 40	.....	.....	.....	2 40
Contingencies	1 70	1 80	1 55	16 34	2 55	1 40	4 30	3 05	2 25	8 50	4 00	59 41	106 85
Totals	982 54	1,305 69	1,463 91	1,456 29	1,394 65	1,622 11	1,174 12	1,152 41	721 54	658 96	1,187 69	1,876 01	14,998 92
Working expenses	847 90	1,301 78	1,461 51	1,400 69	1,361 90	1,583 43	1,116 62	1,152 41	331 88	.....	.....	.....	10,558 18
Repairs, ordinary	134 64	3 90	2 40	.....	32 75	38 63	57 50	.....	.....	.....	.....	.....	269 82
" extraordinary	.....	.....	.....	55 60	.....	.....	.....	.....	392 66	658 96	1,187 69	1,876 01	4,170 92
Totals	982 54	1,305 69	1,463 91	1,456 29	1,394 65	1,622 11	1,174 12	1,152 41	724 54	658 96	7,187 69	1,876 01	14,998 92

DREDGE 'W. S. FIELDING.'

Wages	1,054 55	1,195 92	1,461 54	1,591 93	1,554 75	1,484 68	1,587 19	1,245 76	1,258 30	1,225 40	1,127 85	1,077 33	15,875 20
Coal	10 88	56 27	574 60	828 93	384 78	486 30	7 50	653 84	726 68	639 12	956 62	371 20	5,497 02
Provisions	242 16	272 85	147 23	135 08	423 54	319 31	345 62	262 18	421 94	77 16	507 68	281 20	3,735 95
Stores	60 34	56 53	1,144 35	1,233 89	66 81	336 75	27 80	83 11	38 94	110 78	22 92	537 17	3,719 39
Equipment	.....	.....	.....	32 63	242 00	575 01	48 85	76 32	270 87	3 00	61 31	279 73	1,589 72
Water	52 80	116 40	13 50	96 05	80 00	26 40	84 47	155 30	159 79	144 80	108 10	60 20	1,098 81
Repairs	194 16	2,325 12	1,079 56	1,150 19	41 48	1,490 08	1,034 08	989 57	253 85	683 88	388 30	4,289 66	13,922 93
Pilotage	.....	.....	25 00	178 00	130 00	130 00	135 00	125 00	130 00	125 00	90 00	65 00	1,123 00
Towage	.....	.....	.....	.....	.....	61 25	15 00	187 50	385 00	975 00	.....	11 50	1,635 25
Wharfage	175 00	.....	.....	50 31	540 31	65 25	200 00	229 69	339 06	473 11	17 50	44 38	2,134 61
Contingencies	4 00	12 15	32 50	29 29	0 75	7 61	42 50	21 52	35 78	13 28	2 94	8 43	210 75
Totals	1,793 89	4,035 24	4,278 28	5,626 30	3,467 42	4,982 64	3,528 01	4,030 79	4,020 21	4,470 83	3,283 22	7,025 80	50,542 63
Working Expenses	1,599 73	1,710 12	931 50	4,258 86	3,122 94	3,492 56	2,493 93	3,041 22	3,766 36	3,714 15	331 25	19 50	28,782 12
Repairs, ordinary	194 16	127 78	.....	531 80	44 48	417 06	1,034 08	178 54	253 85	.....	.....	.....	2,781 75
" extraordinary	.....	2,197 34	3,346 78	835 64	.....	1,073 02	.....	811 03	.....	756 68	2,951 97	7,006 30	18,978 76
Totals	1,793 89	4,035 24	4,278 28	5,626 30	3,467 42	4,982 64	3,528 01	4,030 79	4,020 21	4,470 83	3,283 22	7,025 80	50,542 63

CLASSIFICATION OF DISBURSEMENTS of the Dredges during the Year ending March 31, 1910.

DREDGE 'MONTAGUE.'

Items.	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Grand Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	611 25	505 00	541 00	505 00	511 03	505 00	510 00	515 00	449 47	275 00	311 50	434 50	5,673 75
Coal	.....	103 50	28 00	141 75	178 80	270 00	.....	59 33	111 60	.....	105 53	.....	998 51
Provisions	111 57	538 65	108 52	147 11	143 11	92 68	55 95	148 78	104 45	.....	.....	186 93	1,637 75
Stores	.....	....	269 41	.....	79 21	90 10	.....	215 46	.....	31 53	.....	.....	685 71
Equipment	.....	.....	.....	.....	117 50	.....	.....	.....	.....	.....	.....	.....	117 50
Water	27 00	18 80	45 10	49 00	31 00	.....	.....	13 20	.....	.....	.....	36 00	220 10
Repairs	.....	.....	80 03	.....	480 94	343 37	106 00	344 77	.....	175 44	.....	574 82	2,105 37
Towage	100 00	625 00	650 00	600 00	923 67	521 50	625 00	662 50	275 00	.....	.....	.....	4,982 67
Wharfage	.....	.....	.....	.....	.....	.....	.....	9 00	.....	.....	.....	.....	9 00
Contingencies	10 50	9 30	20 98	6 32	22 34	15 00	12 45	92 05	13 87	.....	.....	61 86	264 67
Totals	860 32	1,800 25	1,713 04	1,449 18	2,487 60	1,837 65	1,309 40	2,060 09	954 39	481 97	417 03	1,294 11	16,695 03
Working expenses	860 32	1,800 25	1,663 01	1,449 18	2,006 66	1,494 28	1,203 40	1,715 32	954 39	.....	.....	.....	13,146 81
Repairs, ordinary	.....	.....	80 03	.....	.....	343 37	106 00	344 77	.....	.....	.....	.....	874 17
" extraordinary	.....	.....	.....	.....	480 94	.....	.....	.....	.....	481 97	417 03	1,294 11	2,674 05
Totals	860 32	1,800 25	1,743 04	1,449 18	2,487 60	1,837 65	1,309 40	2,060 09	954 39	481 97	417 03	1,294 11	16,695 03

TUG 'HERCULES.'

Wages	615 17	656 52	350 00	305 78	320 00	320 00	341 00	347 50	358 14	323 95	320 00	362 50	1,620 56
Coal	37 50	2 41	178 46	143 62	315 16	117 99	59 99	241 41	223 11	129 09	31 25	28 87	1,511 86
Provisions	54 57	5 18	119 50	145 04	27 49	52 10	57 95	258 62	119 60	113 59	57 18	109 88	1,120 70
Stores	78 61	5 32	84 43	146 95	108 90	7 78	25 62	5 95	134 14	98 70	17 70	.....	714 10
Equipment	.....	.....	5 50	65 83	112 34	2 50	.....	62 58	.....	.....	.....	.....	248 75
Water	.....	.....	.....	80 35	.....	10 35	21 15	31 70	42 30	46 45	10 35	11 25	253 90
Repairs	88 70	2 10	877 64	167 02	106 29	66 31	.....	508 82	26 29	46 14	85 47	298 92	2,273 70
Towage	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 00	15 00	.....	20 00
Wharfage	.....	.....	.....	.....	.....	.....	10 65	.....	0 50	.....	.....	12 90	24 05
Contingencies	.....	4 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	0 18	4 18
Totals	874 55	675 53	1,615 53	1,054 59	990 18	577 03	516 36	1,459 58	904 08	762 92	536 95	824 50	10,791 80
Working expenses	785 85	673 43	646 82	887 57	883 89	510 72	516 36	950 76	877 79	711 78	46 25	40 90	7,532 12
Repairs, ordinary	88 70	2 10	.....	.....	106 29	66 31	.....	75 01	26 29	.....	6 33	.....	371 03
" extraordinary	.....	.....	968 71	167 02	.....	.....	.....	433 81	.....	51 14	484 37	783 60	2,888 65
Totals	874 55	675 53	1,615 53	1,054 59	990 18	577 03	516 36	1,459 58	904 08	762 92	536 95	824 50	10,791 80

TUG 'HELENA.'

Wages	579 66	552 22	555 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,686 88
Coal	207 40	.....	412 05	.....	.....	.....	.....	.....	.....	.....	.....	.....	619 45
Provisions	151 69	.....	679 96	102 28	.....	.....	.....	.....	.....	.....	.....	34 74	968 67
Stores	3 55	.....	269 26	.....	.....	.....	.....	.....	.....	3 20	.....	22 35	298 36
Equipment	65 00	.....	11 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	76 00
Water	45 00	.....	41 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	86 25
Repairs	13 85	.....	39 31	86 35	.....	349 62	.....	.....	.....	.....	.....	.....	489 16
Pilotage	10 00	.....	11 60	.....	.....	.....	.....	.....	.....	.....	.....	.....	21 60
Contingencies	1 25	.....	10 18	.....	.....	.....	.....	.....	.....	.....	.....	.....	11 43
Totals	1,077 40	552 22	2,029 64	188 63	.....	349 62	.....	.....	.....	3 20	.....	57 09	4,257 80
Working expenses	1,063 55	552 22	1,990 30	102 28	.....	.....	.....	.....	.....	3 20	.....	57 09	3,768 61
Repairs, ordinary	13 85	.....	39 34	.....	.....	.....	.....	.....	.....	.....	.....	.....	53 19
" extraordinary	.....	.....	.....	86 35	.....	349 62	.....	.....	.....	.....	.....	.....	435 97
Totals	1,077 40	552 22	2,029 64	188 63	.....	349 62	.....	.....	.....	3 20	.....	57 09	4,257 80

Classification of Disbursements of the Dredges during the Year ending March 31, 1910

TUG 'HELENA.'

Items.	April.	May.	June.	July.	August.	September	October.	November	December.	January.	February.	March.	Grand Total.
	$ cts	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages				555 00	548 56	555 00	555 00	555 00	556 43	555 58	548 88	553 81	4,985 26
Coal				299 96		445 83	185 66	168 80	462 70	395 80	159 73	7 86	2,126 34
Provisions				290 87	252 29	217 41	271 92	237 87	212 19	217 96	255 27	152 91	2,108 69
Stores						224 00	14 81	100 65	49 37	9 81	18 76	90 34	507 74
Equipment				326 25		245 93	90 10		286 90		47 09	34 88	1,031 15
Water				49 45		8 00	11 92	29 60	54 75	54 80	22 89	42 00	273 41
Repairs						74 51	68 03	333 75		397 82	291 08	998 37	2,163 56
Pilotage				70 00	80 00	109 50	54 00					10 00	323 50
Towage						3 00						3 00	6 00
Contingencies				19 19	0 90			16 83	12 80	5 93	4 36	6 03	66 04
Totals				1,610 72	881 75	1,883 18	1,251 44	1,442 50	1,635 14	1,637 70	1,348 06	1,899 20	13,589 69
Working expenses				1,610 72	881 75	1,808 67	1,183 41	1,108 75	1,635 14	1,239 88	16 06	3 00	9,487 38
Repairs, ordinary						74 51	68 03	104 92					247 46
" extraordinary								228 83		397 82	1,332 00	1,896 20	3,854 85
Totals				1,610 72	881 75	1,883 18	1,251 44	1,442 50	1,635 14	1,637 70	1,348 06	1,899 20	13,589 69

DREDGE 'GEO. McKENZIE.'

Wages	432 55	463 53	490 54	551 87	480 12	459 59		460 00	401 26	280 00	280 00	280 00	4,582 46
Coal			52 00		319 50			57 19	27 60				456 29
Provisions	84 20		432 00	137 15	93 11	133 37		81 89	85 35	46 25	41 75	48 04	1,186 11
Stores			115 66						4 23				119 89
Equipment			31 25			42 95				14 66		7 36	96 22
Water				8 67	4 33	6 50			10 00				29 50
Repairs	622 58		2,991 00	46 14	41 98	6 35		325 01		499 81	239 37	52 37	4,827 61
Pilotage								5 00					5 00
Towage						1,620 00							1,620 00
Contingencies	23 88		27 79						7 11	21 55		14 80	95 13
Totals	1,163 21	463 53	4,143 24	743 83	939 04	2,268 76		929 09	538 55	862 27	564 12	402 57	13,018 21
Working expenses	540 63	463 53	1,149 24	697 69	897 06	2,262 41		604 08	538 55	60 91	Nil.	Nil.	7,214 10
Repairs, ordinary	622 58	Nil.	30 00	46 14	41 98	6 35		44 35	Nil.	499 81	Nil.	Nil.	1,291 21
" extraordinary	Nil.	Nil.	2,964 00	Nil.	Nil.	Nil.	Nil.	280 66	Nil.	301 55	564 12	402 57	4,512 90
Totals	1,163 21	463 53	4,143 24	743 83	939 04	2,268 76		929 09	538 55	862 27	564 12	402 57	13,018 21

'CAPE BRETON.'

Wages	555 90	502 88	510 00	510 00	646 50	516 01	555 00	674 50	560 00	340 93	311 00	390 37	6,103 09
Coal				304 00	75 40	499 20	84 00					381 14	1,343 74
Provisions	345 27		659 67	314 73	201 91	232 93	134 52	147 41	152 54	120 09	59 00	155 00	2,523 10
Stores	484 31		574 11				22 22					77 53	1,158 20
Equipment			50 75						280 13		90 00	235 06	656 24
Water	22 75			218 00	47 95								288 70
Repairs	768 37	249 90	3,200 69							741 60		513 22	5,473 78
Pilotage				10 00									10 00
Towage			1,095 00	1,989 58	1,460 00	1,428 00	1,750 00	1,946 00	1,685 13				11,353 71
Wharfage	40 00												40 00
Contingencies	26 33		5 69	2 76	12 25	6 13	23 40		20 29	12 25	49 39	29 63	188 12
Totals	2,242 96	752 78	6,095 91	3,349 07	2,444 04	2,712 27	2,569 14	2,767 91	2,698 39	1,214 87	509 39	1,781 95	29,138 68
Working expenses	1,474 59	502 88	2,895 22	3,349 07	2,444 04	2,712 27	2,569 14	2,767 91	2,698 39	132 34	Nil.	334 50	21,880 35
Repairs, ordinary	334 28	249 90	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	584 18
" extraordinary	434 09	Nil.	3,200 69	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	1,082 53	509 39	1,447 45	6,674 15
Totals	2,242 96	752 78	6,095 91	3,349 07	2,444 04	2,712 27	2,569 14	2,767 91	2,698 39	1,214 87	509 39	1,781 95	29,138 68

CLASSIFICATION OF DISBURSEMENTS of the Dredges, during the Year ending March 31, 1910.

DREDGE 'CANADA.'

Items.	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Grand total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	516 05	632 77	637 00	636 76	655 33	635 81	792 14	860 72	1,056 94	1,027 10	1,108 02	965 94	9,574 58
Coal	122 83		623 26	68 75	374 00	233 36	222 74	239 25	187 50	215 93	71 86	65 31	2,424 79
Provisions	176 30		465 48	286 54	220 97	239 49	153 22	366 37	284 69	235 22	80 64	311 05	2,819 97
Stores	52 42		10 47	281 15	122 38	97 70	302 61	163 64	166 11			359 26	1,555 74
Equipment				68 39		108 67	441 72	8 65		99 99	196 25	607 45	1,531 12
Water				37 50	33 00	34 50	37 50	23 00	24 50	13 00			203 00
Repairs	25 42		36 60	173 25	143 34	34 54	665 90	693 27	93 70	491 24	645 75	1,788 85	4,791 84
Towage	308 00		1,590 00	690 00	780 00	780 00	780 00	780 00	810 00	990 00	1,153 50	1,320 00	10,281 50
Wharfage	23 50		30 00							1 90	9 81	13 00	78 21
Contingencies	13 49		36 33	3 09	9 17	23 10	11 83	14 21	3 96	8 61	3 33	6 33	133 45
Totals	1,238 01	632 77	3,429 14	2,245 41	2,338 19	2,237 17	3,407 66	3,149 11	2,627 40	3,082 99	3,569 16	5,437 19	33,394 20
Working expenses	1,212 59	632 77	3,392 54	2,072 18	2,194 85	2,202 63	2,741 76	2,455 84	2,533 70	1,389 90	2,235 10	2,769 64	25,833 50
Repairs, ordinary	25 42	Nil.	36 60	2 25	143 34	34 54	665 90	42 58	93 70	491 24	Nil.	75 12	1,610 69
" extraordinary	Nil.	Nil.	Nil.	170 98	Nil.	Nil.	Nil.	650 69	Nil.	1,201 85	1,334 06	2,592 43	5,950 01
Totals	1,238 01	632 77	3,429 14	2,245 41	2,338 19	2,237 17	3,407 66	3,149 11	2,627 40	3,082 99	3,569 16	5,437 19	33,394 20

DREDGE 'NORTHUMBERLAND'

Wages	512 55	809 27	817 89	840 00	840 00	845 26	880 00	880 00	880 00	474 47	508 84	500 00	8,788 28
Coal			1,642 83	828 26	837 20	1,038 45	638 13		906 20				5,891 07
Provisions	426 91		534 30	381 54	365 37	296 27	372 34	205 06	307 85	136 00	223 63	218 03	3,467 33
Stores	601 70		900 11	117 08	44 46	18 15	163 69	67 86	55 36	126 50	26 52	460 48	2,581 91
Equipment			1,022 01		821 85			1,000 00	148 68	90 00		90 00	3,172 57
Water	100 00		219 37	210 00	160 50	177 75	123 75	191 25	39 00				1,221 62
Repairs	317 33		3,571 27	575 00	135 79	22 76	82 00	459 02		47 01	349 93	3,122 87	8,683 01
Towage			111 00						45 00				156 00
Wharfage	15 00		200 00	169 00									384 00
Contingencies	37 50		33 94	17 12	20 38	14 44	19 85	19 08	32 51	22 66	0 88	26 74	245 10
Totals	2,011 02	809 27	9,052 75	3,138 00	3,225 55	2,413 08	2,279 76	2,822 27	2,414 60	896 67	1,109 80	4,418 12	34,590 89
Working expenses	1,693 69	809 27	5,285 91	2,563 00	3,089 76	2,390 32	2,197 76	1,320 14	2,414 60	Nil.	143 64	1 25	21,909 34
Repairs, ordinary	317 33	Nil.	312 12	Nil.	135 79	22 76	82 00	Nil.	Nil.	Nil.	Nil.	Nil.	870 00
" extraordinary	Nil.	Nil.	3,454 72	575 00	Nil.	Nil.	Nil.	1,502 13	Nil.	896 67	966 16	4,416 87	11,811 55
Totals	2,011 02	809 27	9,052 75	3,138 00	3,225 55	2,413 08	2,279 76	2,822 27	2,414 60	896 67	1,109 80	4,418 12	34,590 89

TUG 'RONA.'

Wages	224 58	222 67	255 00	326 27	255 00	255 00	255 00	255 00	255 00	160 00	160 00	160 00	2,783 52
Coal	25 67		32 50		16 87	19 00		57 00	88 13			22 75	261 92
Provisions	74 08		168 00	127 00	84 16	95 38	90 18	50 20	64 41	45 00	45 00	45 00	888 41
Stores				26 90				4 75		88 25		172 13	292 03
Equipment									8 24		45 70		53 94
Water				26 00							3 70		29 70
Repairs			224 16				2 25					19 06	245 47
Pilotage									10 00				10 00
Contingencies				5 44		2 73						3 98	12 15
Totals	324 33	222 67	679 66	511 61	356 03	372 11	347 43	366 95	425 78	293 25	254 40	422 92	4,577 14
Working expenses	324 33	222 67	455 50	511 61	356 03	372 11	345 18	366 95	425 78	Nil.	Nil.	Nil.	3,380 16
Repairs, ordinary	Nil.	Nil.	160 20	Nil.	Nil.	Nil.	2 25	Nil.	Nil.	Nil	Nil.	Nil.	162 45
" extraordinary	Nil.	Nil.	63 96	Nil.	Nil	Nil.	Nil.	Nil.	Nil.	293 25	254 40	422 92	1,034 53
Totals	324 33	222 67	679 66	511 61	356 03	372 11	347 43	366 95	425 78	293 25	254 40	422 92	4,577 14

Classification and Quantities of material removed by Dredges during the Year ending March 31, 1910.

DREDGE 'ST. LAWRENCE.'

Description of Material Dredged.	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Grand Total.
	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.	Yds.
Gravel			1,155	215			420	630					2,420
Logs			1,015	255		210							1,480
Sand and mud							1,260						1,260
Sand, very fine				10,700	16,590	8,400	4,620	1,470					41,780
Mud, old wood & bark			2,205	1,055									3,260
Totals	Nil.	Nil.	4,375	12,225	16,590	8,610	6,300	2,100	Nil.	Nil.	Nil.	Nil.	50,200

'NEW DOMINION.'

Gravel and mud									8,012	8,737	5,513		22,262
Clay, sand and shells						3,800	10,672	8,040					22,512
Sand and shells	3,225	10,675	9,362	11,955	11,863	6,900							53,980
Totals	3,225	10,675	9,362	11,955	11,863	10,700	10,672	8,040	8,012	8,737	5,513	Nil.	98,754

'PRINCE EDWARD.'

Shell and mud							990						990
Clay, mud and rocks			4,320		5,805	1,305		405		90			11,925
Clay and stone									1,912				1,912
Sand and mud						2,070							2,070
Sand, mud and rock		810		4,320									5,130
Mud	1,755	8,370	5,985	1,530		900	5,085	2,160					25,785
Totals	1,755	9,180	10,305	5,850	5,805	4,275	6,075	2,565	1,912	90	Nil.	Nil.	47,812

'GEO. McKENZIE.'

Clay							225						225
Mud							3,240						3,240
Totals	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	3,465	Nil.	Nil.	Nil.	Nil.	Nil.	3,465

'NEW BRUNSWICK.'

Logs, mud and sticks		950	6,640										7,590
Gravel and clay							3,830						3,830
Clay and logs	50												50
Clay and mud					22,230	2,590		1,970					26,790
Sand and clay		5,880	1,360				100						7,340
Sand, very fine		5,700	4,830										10,530
Mud			620	23,930		20,990	5,070	9,520					60,130
Totals	50	12,530	13,450	23,930	22,230	23,580	9,000	11,490	Nil.	Nil.	Nil.	Nil.	116,260

'W. S. FIELDING.'

Gravel and mud					44,000	11,550		19,500	20,100				95,150
Clay and rocks						21,300							21,300
Clay and mud				4,200			4,350						8,550
Sand, clay and gravel							11,700						11,700
Mud				83,550	45,800		5,850	16,800	38,950	65,025	10,900		266,875
Totals	Nil.	Nil.	Nil.	87,750	89,800	32,850	21,900	36,300	59,050	65,025	10,900	Nil.	403,575

'MONTAGUE.'

Clay and mud		1,900				11,050	10,950	4,350	2,200				30,450
Clay, stone and rock		2,600											2,600
Sand, stone and mud		6,250	5,300										11,550
Sand, very fine				1,600	4,400								6,000
Mud	250	300	1,500	5,800		1,450	1,050	4,400					14,750
Totals	250	11,050	6,800	7,400	4,400	12,500	12,000	8,750	2,200	Nil.	Nil.	Nil.	65,350

Cost at various localities dredged by the Departmental Dredges during the Fiscal Year ending March 31, 1910.

'ST. LAWRENCE.'

Locality.	Date.	Actual Dredging Time.		Quantity.	Cost.	Cost per Cubic Yard.
		Hrs.	Min.	Yds.	$ cts.	cts.
Government Wharf, Campbellton, Restigouche Co., N.B.	June 5 to July 10 and Oct. 11 to Nov. 9, 1909.	173	00	10,195	5,198 41	50·99
Traverse, Restigouche Co., N.B.	July 12 to Oct. 9, 1909.	329	13	40,005	6,712 13	16·84

'NEW DOMINION.'

St. Andrews, Charlotte Co., N.B. (Basin at eastern entrance.)	April 1 to 10 and April 26 to Nov. 30, 1909.	1151	05	76,492	11,574 87	15·13
Leonardville, Charlotte Co., N.B.	Dec. 6 to Feb. 14, 1910	333	00	22,262	3,713 60	16·60

'PRINCE EDWARD.'

Navigation Co. wharf, Queens Co., P.E.I.	April 27 to May 16, 1909....	204	16	6,705	1,086 52	16·19
Asylum wharf and cut, Queens Co., P.E.I.	May 17 to June 16, 1909	152	10	10,125	1,391 37	13·74
Peake and Queens dock, Queens Co., P.E.I.	June 17 to July 4, 1909	70	40	4,860	825 03	16·97
Marine wharf, Queens Co., P.E.I.	July 5 to 14, 1909	41	00	1,845	542 24	29·38
Pownal, " "	July 15 to Sept. 18 and Sept. 29 to Oct. 6, 1909.	323	28	14 400	1,882 44	13·07
Vernon River, " "	Oct. 7 to Nov. 9, 1909 . . .	114	30	7,470	1,564 88	20 94
Georgetown, Kings Co., "	Nov. 25, 1909, to Jan. 5, 1910	147	50	2,407	1,013 55	42·10

'W. S. FIELDING.'

Harbour channel, St. John, St. John Co., N.B.	July 2 to Sept. 8, 1909, and Nov. 12 to Feb. 3, 1910.	534	00	360,375	28,524 43	7·91
Winter port berths, St. John, St. John Co., N.B.	Sept. 9 to Oct. 20, 1909.....	133	50	43,200	8,222 93	19 03

'NEW BRUNSWICK.'

Hampton, Kings Co., N.B . .	April 30 to May 19 and May 23 to June 4, 1909.	397	00	24,200	1,642 25	6·76
Wanamakers, " "	May 20 to 22, 1909	21	00	1,050	109 02	10 38
Clifton, " "	June 25, 1909...	5	00	100	45 29	45·29
Shampers, " "	July 1 to Oct. 23, 1909.....	817	00	76,980	5,303 76	6·89
Jenkins, " "	Oct. 24 to Nov. 19, 1909.. ...	198	00	13,870	1,269 60	9·15

'MONTAGUE.'

Souris, Kings Co., P.E.I.	April 29 to June 14, 1909....	240	30	14,400	1,643 45	11·41
Pinette, Queens Co., P.E.I. ..	June 15 to Aug. 17, 1909... .	154	30	15,500	2,703 74	17·44
Summerside, Prince Co., P.E.I.	Sept. 1 to Dec. 10, 1909.....	411	00	35,450	5,143 06	14·50

'GEO. McKENZIE.'

Port Elgin, Westmorland Co., N.B.	Oct. 8 to 26, 1909	82	00	3,465	1,841 00	53 13

DETAILS OF DREDGING IN THE PROVINCES OF NEW BRUNSWICK AND PRINCE EDWARD ISLAND.

During the Fiscal Year ending March 31, 1910.

Dredge.	Locality.	Date.	Time Dredging.	Quantity.	Expenditure at Locality.	Per Cubic Yard for Local Expenditure.	Wintering and Repairs, Equipment and Superintendence—pro rata.	Total Cost.	Per Cubic Yard for Total Expenditure.
			Hrs. Min.	Cu. Yds.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
St. Lawrence	Govt. Wharf Campbellton, Restigouche Co., N.B.	June 5 to July 10 and Oct. 11 to Nov. 9, 1909.	173 00	10,195	5,198 41	0 50·99	5,126 94	10,325 35	1 01·28
"	Traverse, Restigouche Co., N.B.	July 12 to Oct. 9, "	329 13	40,005	6,742 13	0 16·84	6,649 44	13,391 57	0 33·47
New Dominion	St. Andrews, Charlotte Co., N.B.	Apr. 1 to 10 and Apr. 26 to Nov. 30, 1909.	1,151 05	76,492	11,574 87	0 15·13	922 19	12,497 06	0 16·34
"	Leonardville " "	Dec. 6 to Feb. 14, 1910	338 00	22,262	3,713 60	0 16·60	295 88	4,009 48	0 18·01
Prince Edward	Navigation Coy's Wharf, Queens Co., P.E.I.	Apr. 27 to May 16, 1909.	204 16	6,705	1,086 52	0 16·19	1,002 94	2,089 46	0 31·61
"	Asylum Wharf and Cut, Queens Co., P.E.I.	May 17 to June 16, "	152 10	10,125	1,391 37	0 13·74	1,284 47	2,675 84	0 26·41
"	Peake and Queens Dock, Queens Co., P.E.I.	June 17 to July 4, "	70 40	4,860	825 03	0 16·97	761 57	1,586 60	0 32·65
"	Marine Wharf, Queens Co., P.E.I.	July 5 to 14, 1909	41 00	1,845	542 24	0 29·38	500 53	1,042 77	0 56·51
"	Pownal " "	July 15 to Sept. 18 and Sept. 29 to Oct. 6, 1909	323 28	14,400	1,882 41	0 13·07	1,737 66	3,620 10	0 25·41
"	Vernon River " "	Oct. 7 to Nov. 9, "	114 30	7,470	1,561 88	0 20·88	1,444 52	3,009 40	0 40·28
"	Georgetown, Kings Co. "	Nov. 25 to Jan. 5, 1910.	147 50	2,407	1,103 55	0 12·10	935 59	1,949 14	0 80·97
Geo. McKenzie	Port Elgin, Westmorland, Co., N.B.	Oct. 8 to 26, 1909.	82 00	3,465	1,841 00	0 53·13	10 76	1,851 76	0 53·13
New Brunswick	Hampton, Kings Co., N.B.	Apr. 30 to May 19 and May 23 to June 4, 1909	397 00	24,260	1,642 25	0 06·76	1,317 90	2,960 15	0 12·20
"	Wanamakers " "	May 20 to 22, 1909	21 00	1,050	109 02	0 10·38	87 53	196 55	0 18·72
"	Clifton " "	June 25, 1909.	5 00	100	45 29	0 45·29	36 38	81 67	0 81·67
"	Shampers " "	July 1 to Oct. 23, 1909.	817 00	76,980	5,303 76	0 06·89	4,256 12	9,559 88	0 12·41
"	Jenkins Cove " "	Oct. 24 to Nov. 19, 1909	198 00	13,870	1,269 60	0 09·15	1,018 65	2,288 25	6 16·49
W. S. Fielding	Harbour Channel, St. John, St. John Co., N.B.	July 2 to Sept. 8 and Nov. 12 to Feb. 3, 1910	534 00	360,375	28,524 43	0 07·91	29,973 49	58,497 92	0 16·23
"	Winterport Berths, St. John, St. John Co., N.B.	Sept. 9 to Oct. 20, 1909	133 50	43,200	8,222 93	0 19·03	8,640 71	16,863 64	0 39·27
Montague	Souris, Kings Co., P.E.I.	Apr 29 to June 14, "	240 30	14,400	1,643 45	0 11·41	1,264 55	2,908 00	0 20·19
"	Pinette, Queens Co. "	June 15 to Aug. 17, "	154 30	15,500	2,703 74	0 17·44	2,080 39	4,781 13	0 30·86
"	Summerside, Prince Co., P.E.I.	Sept. 1 to Dec. 10, "	411 00	35,450	5,113 06	0 14·50	3,957 32	9,100 38	0 25·39
	Totals		6,038 12	785,416	91,98357	0 10·44	73,30€ 53	165,289 10	0 21·04

Expenditure for Dredging in New Brunswick for the Thirty-eighth Year ended March 31, 1910.

County.	Locality.	For the Thirty-seventh Year ended March 31, 1909.			For the Year 1909-10.			Total Quantity.	Total Cost.	Cost for each County
		Quantity.	Cost.	Cost for County.	Quantity.	Cost.	Cost for County.			
		Cubic yards.	$ cts.	$ cts.	Cubic yards.	$ cts.	$ cts.	Cubic yards.	$ cts.	$ cts.
Charlotte	St. Andrews	111,270	24,432 50					111,270	24,432 50	
	" New Wharf	38,637	11,103 73					38,637	11,103 73	
	" Basin East. Entrance	20,550	7,060 53		76,492	12,497 06		97,042	19,557 59	
	St. George	12,720	5,593 97					12,720	5,593 97	
	Le-Etete	4,145	1,187 27					4,145	1,187 27	
	Black Harbour	2,055	1,075 12					2,055	1,075 12	
	Leonardville			50,453 12	22,262	4,009 48	16,506 54	22,262	4,009 48	66,959 66
Gloucester	Bathurst	98,637	29,095 79					98,637	29,095 79	
	Caraquet	16,485	6,312 23					16,485	6,312 23	
	Shippegan	88,954	33,480 54	68,888 56				88,954	33,480 54	68,888 56
Kent	Richibucto	172,788	53,544 01					172,778	53,544 01	
	Cocagne	27,180	9,601 45					27,180	9,601 45	
	Buctouche	13,005	4,934 24					13,005	4,934 24	
	" Priest's Point	3,510	1,110 70					3,510	1,110 70	
	" Chapel	4,140	1,310 07					4,140	1,310 07	
	" Robertson's Wharf	45	14 23	70,514 70				45	14 23	70,514 70
Kings	Belleisle	147,655	21,401 67					147,655	21,401 67	
	Kennebecasis River	116,270	20,081 83					116,270	20,081 83	
	Moss Glen	10,970	2,092 36					10,970	2,092 36	
	Westfield	1,300	362 19					1,300	362 19	
	Glenwood Wharf	28,600	2,417 77					28,600	2,417 77	
	Shamper's Wharf	4,705	703 07		76,980	9,559 88		81,680	10,262 95	
	Jenkin's Cove	13,650	1,720 64		13,870	2,288 25		27,520	4,008 89	
	Cedars	29,700	1,948 64					29,700	1,948 64	
	Evandale	75	67 18					75	67 18	
	Oak Point	12,100	1,979 05					12,100	1,979 05	
	Victoria Wharf	21,700	2,448 40					21,700	2,448 40	
	Long Island	5,380	2,041 57					5,380	2,041 57	
	Flewwelling Wharf	1,400	413 15					1,400	413 15	
	Reed's Point "	980	455 56					980	455 56	
	Clifton "	620	204 06		100	81 67		720	285 73	
	Whitehead "	2,500	401 78					2,500	401 78	
	Murphy (Perry Point)	9,050	950 02					9,050	950 02	

	Sealy's Shoal	34,615	4,872 18					34,615	4,872 18	
	Hampton	6,020	1,978 12		24,260	2,960 15		30,280	4,938 27	
	Rothesay	130	22 66					130	22 66	
	Wanamaker's			66,561 90	1,050	196 55	15,086 50	1,050	196 55	81,648 40
Northumberland	Horse Shoe, Miramichi	208,892	55,058 36					208,892	55,058 36	
	Outer Bar, "	29,935	7,965 31					29,935	7,965 31	
	Grand Dune	37,975	10,121 67					37,975	10,121 67	
	Gordon Flats	22,425	4,403 95					22,425	4,403 95	
	Neguac	6,300	6,969 76					6,300	6,969 76	
	Loggieville	13,201	4,888 04	89,407 09				13,201	4,888 04	89,407 09
Queens	Grand Lake	215,032	30,085 41					215,032	30,085 41	
	" McNair's Cove	20,440	4,522 82					20,440	4,522 82	
	Jemseg	87,230	17,190 06					87,230	17,190 06	
	Waashademoak	65,675	8,073 65					65,675	8,073 65	
	" Cambridge Wharf	2,900	1,073 31					2,900	1,073 31	
	" Ackerlek's "	4,840	995 20					4,840	995 20	
	" Hnestis "	270	212 72					270	212 72	
	" Webster's "	5,000	764 58					5,000	764 58	
	" Robertson's "	5,750	422 14					5,750	422 14	
	" Colwell's Cr'k "	8,290	2,557 52					8,290	2,557 52	
	Grimross Middle Ground	12,040	3,274 99					12,040	3,274 99	
	Gagetown Creek Canal	45,935	7,739 97					45,935	7,739 97	
	Spoon Island	9,315	1,192 36					9,315	1,192 36	
	Ward's Shoal, Salmon River	46,625	4,993 59					46,625	4,993 59	
	Curley Shoal	36,625	3,369 16					36,625	3,369 16	
	Chipman and Briggs' Corner	104,275	12,269 49					104,275	12,269 49	
	Upper Gagetown Wharf	1,700	1,104 90					1,700	1,104 90	
	McClure Shoal	39,525	4,556 66					39,525	4,556 66	
	Queen's Coal Co., Newcastle	14,475	1,335 06					14,475	1,335 06	
	Hampstead	1,200	401 36					1,200	401 36	
	Belyea's Wharf	1,865	609 25	106,744 20				1,865	609 25	106,744 20
Restigouche	Dalhousie	22,301	6,543 08					22,301	6,543 08	
	" McManus Contract	13,336	1,825 67					13,336	1,825 67	
	" Railway Wharf	8,460	1,203 48					8,460	1,203 48	
	" Ferry Landing	12,992	3,632 33					12,992	3,632 33	
	" Hilyards'	19,250	4,846 50					19,250	4,846 50	
	Traverse	143,150	30,182 00		40,005	13,391 57		183,155	43,573 57	
	" Oak Bay	9,870	2,724 10					9,870	2,724 10	
	Campbellton, Gov't. Wharf	31,500	10,795 74		10,195	10,325 35		41,695	21,121 09	
	" Contract	9,800	2,254 11					9,800	2,254 11	
	" Basin	18,375	10,354 33	74,361 34			23,716 92	18,375	10,354 33	98,078 26
St. John	I. C. Railway Terminus	212,224	52,633 18					212,224	52,633 18	
	Navy Island	39,899	13,361 95					39,899	13,361 95	
	Marble Cove	29,925	4,374 40					29,925	4,374 40	
	Murray Mills	27,555	3,681 41					27,555	3,681 41	
	Indiantown Wharf	1,615	192 83					1,615	192 83	
	Long Wharf	7,137	2,680 24					7,137	2,680 24	
	Miller and Woodman's	9,275	1,090 42					9,275	1,090 42	

Expenditure for Dredging in New Brunswick for the Thirty-eighth Year ended March 31, 1910.

County.	Locality.	For the Thirty-seventh Year ended March 31, 1910.			For the Year 1909-10.			Total Quantity.	Total Cost.	Cost for each County
		Quantity.	Cost.	Cost for County.	Quantity.	Cost.	Cost for County.			
		Cubic yards.	$ cts.	$ cts.	Cubic yards.	$ cts.	$ cts.	Cubic yards.	$ cts.	$ cts.
St. John	Hayford and Stetson	8,015	912 29					8,015	912 29	
	Indiantown Wharf	450	52 90					450	52 90	
	Adam's Wharf	7,315	3,247 29					7,315	3,247 29	
	Anchor Line Wharf	4,695	996 81					4,695	996 81	
	Dominion Atlantic Wharf	15,525	4,484 72					15,525	4,484 72	
	St. John Winter Berths	153,178	85,242 19		43,200	16,863 64		496,378	102,105 83	
	" Harbour Channel	353,733	82,312 20		360,375	58,497 92		714,108	140,810 12	
	Purves and Murchie Mills	675	142 57					675	142 57	
	McAvity Wharf	4,110	606 88					4,110	606 88	
	Lawton Wharf	1,570	101 46					1,570	101 46	
	Thorne Wharf	1,980	249 02					1,980	249 02	
	Maritime Nail Co.	1,425	224 52					1,425	224 52	
	Cushing's Mills	33,150	2,222 69					33,150	2,222 69	
	Hilyard Bros	1,400	314 10					1,400	314 10	
	Kennebecasis River	2,025	604 37					2,025	604 37	
	Partridge Island	4,650	2,294 22					4,650	2,294 22	
	" Channel for water pipe	8,215	5,173 82	267,256 48			75,361 56	8,215	5,173 82	342,618 04
Sunbury	Oromocto	401,572	67,827 26					401,572	67,827 26	
	McLean Wharf	625	181 59					625	181 59	
	Ox Island	51,800	5,266 50					51,800	5,266 50	
	French Lake	25,475	3,787 49					25,475	3,787 49	
	Bent's Wharf, Maugerville	2,310	428 44					2,310	428 44	
	Upper Sheffield	3,830	425 15	77,916 43				3,830	425 15	77,916 43
Westmorland	Point Du Chene	182,980	42,162 18					182,980	42,162 18	
	Cape Tormentine	35,120	9,004 92					35,120	9,004 92	
	Port Elgin			51,167 10	3,465	1,851 76	1,851 76	3,465	1,851 76	53,018 86
York	Fredericton	126,365	21,679 06					126,365	21,679 06	
	St. Mary's Ferry	15,570	6,827 36					15,570	6,827 36	
	Gibson	30,395	4,379 52					30,395	4,379 52	
	Nashwaak	1,600	435 22					1,600	435 22	
	Fisher and Chestnut Shoals	8,200	1,547 12					8,200	1,547 12	
	Canada Eastern R'y Wharf	3,770	1,013 98					3,770	1,013 98	

Springhill, Chapel and Russell Bars	96,295	24,386 78							96,295	24,386 78		
Robertson's Bar	6,965	1,717 16							6,965	1,717 16		
Douglas Rooms	14,235	1,512 87	63,499 07						14,235	1,512 87	63,499 07	
N. R. Equipment		1,591 12	1,591 12							1,591 12	1,591 12	
	4,669,599	988,361 11	988,361 11	672,254	132,523 28	132,523 28	132,523 28	132,523 28	5,341,853	1,120,884 39	1,121,881 39	

Expenditure for Dredging in Prince Edward Island for the Thirty-eighth year ended March 31, 1910.

County.	Locality.	Total for the Thirty-seventh Year ended March 31, 1909.			For the Year 1909-1910.			Total Quantity.	Total Cost.	Cost for each County.
		Quantity.	Cost.	Cost for County.	Quantity.	Cost.	Cost for County.			
		Cub. Yds.	$ cts.	$ cts.	Cub. Yds.	$ cts.	$ cts.	Cub. Yds.	$ cts.	$ cts.
Kings	Grand River	83,870	19,333 34					83,870	19,333 34	
	Montague River	182,295	36,547 47					182,295	36,547 47	
	Murray Harbour South	105,903	20,140 56					105,903	20,140 56	
	Sturgeon	16,026	6,066 27					16,026	6,066 27	
	St. Mary's Wharf	21,963	4,752 55					21,963	4,752 55	
	Georgetown Railway Wharf	1,002	408 32		2,407	1,949 14		3,409	2,357 46	
	" Queens	2,205	1,328 80					2,205	1,328 80	
	Cardigan Bridge	35,955	8,619 36					35,955	8,619 36	
	Newport	3,240	917 82					3,240	917 82	
	Souris	59,925	20,791 16		14,400	2,908 00		74,325	23,699 16	
	Murray River	70,997	21,736 52					70,997	21,736 52	
	" Railway	5,926	1,860 30					5,926	1,860 30	
	Morell	43,335	11,972 59					43,335	11,972 59	
	Annandale Public Wharf	11,800	3,809 47	158,284 53			4,857 14	11,800	3,809 47	163,141 67
Queens	Charlottetown Railway Wharf	125,391	33,956 60					125,391	33,956 60	
	" Pownal	54,220	14,526 38		14,400	3,620 10		68,620	18,146 48	
	" Ferry	10,075	2,006 99					10,075	2,006 99	
	" Steam Nav. Co.	13,113	5,491 77		6,705	2,089 46		19,818	7,581 23	
	" Connolly Wharf	9,978	4,409 68					9,978	4,409 68	
	" Peake Bros.	13,995	5,856 02					13,995	5,856 02	
	" Queen St. Slip	3,915	1,109 03					3,915	1,109 03	
	" Geo. Peakes Whf.	6,885	2,232 03					6,885	2,232 03	
	" Poole's Wharf	12,240	1,609 95					12,240	1,609 95	
	" McMillan Wharf	6,165	1,320 13					6,165	1,320 13	
	" Dom. Bldgs. Sewer	5,355	1,146 68					5,355	1,146 68	
	" Pub. Sewerage	2,880	679 12					2,880	679 12	
	" Geo. Full's Wharf	11,556	3,001 96					11,556	3,001 96	
	" Carvell Bros.	2,889	798 04					2,889	798 04	
	" Falconwood Asylum Wharf	17,415	5,188 61		10,125	2,675 84		27,540	7,864 45	
	Webster's Corner	203	43 47					203	43 47	
	Crapaud, Victoria	184,250	60,644 84					184,250	60,644 84	
	Pownal Bay	43,465	10,380 28					43,465	10,380 28	
	Rock Point	82,920	13,426 13					82,920	13,426 13	

	Vernon River	25,240	8,292 55		7,470	3,009 40		32,710	11,301 95	
	Wood Islands	8,405	11,801 57					8,405	11,801 57	
	Nine Mile Creek	31,650	6,286 42					31,650	6,286 46	
	Hickey Wharf	750	150 51					750	150 51	
	Carr's Point	12,165	2,441 28					12,165	2,441 28	
	Pinette	3,825	756 24		15,509	4,784 13		19,325	5,540 37	
	Fort Augustus	3,195	631 68					3,195	631 68	
	Southport Ferry	45,300	7,508 75					45,300	7,508 75	
	Red Point	7,161	3,879 60					7,161	3,879 60	
	North Rustico	13,536	4,775 38					13,536	4,775 38	
	South Rustico	11,649	4,109 67					11,649	4,109 67	
	Ganthier's Creek	17,847	8,305 50					17,847	8,305 50	
	Malpeque	28,575	3,483 32					28,575	3,483 32	
	French River	41,671	13,311 46					41,671	13,311 46	
	Bay View	4,095	1,912 87					4,095	1,912 87	
	Wedlocks	1,260	520 48					1,260	520 48	
	Belfast, Hallidays Wharf	15,435	4,468 78					15,435	4,468 78	
	Marine and Fisheries Wharf	11,610	4,009 19		1,845	1,042 77		13,455	5,051 96	
	Peake and Queens Dock			254,473 00	4,860	1,586 60	18,808 30	4,860	1,586 60	273,281 30
Prince	Summerside	91,571	28,032 51		35,450	9,100 38		127,021	37,132 89	
	Hurds Point Pier	65,505	14,315 47					65,505	14,315 47	
	Tignish	11,387	13,005 45					11,387	13,005 45	
	Cascumpec	1,157	538 42					1,157	538 42	
	Cape Traverse	16,740	5,105 89					16,740	5,105 89	
	Holmans Wharf	9,585	1,269 21	62,266 95			9,100 38	9,585	1,269 21	71,367 33
		1,731,651	475,024 48	475,024 48	113,162	32,765 82	32,765 82	1,844,813	507,790 30	507,790 30

Expenditure for Dredging in Quebec for the Thirty-eighth Year ended March 31, 1910.

From Appropriation Maritime Provinces.

Magd'len Isl'nds										
Co. Gaspé	House Harbour	6,800	2,392 92					6,800	2,392 92	
"	Amherst Harbour	495	242 05	2,634 97				495	242 05	2,634 97
Temiscouata	River du Loup	2,587	825 47	825 47				2,587	825 47	825 47
Rimouski	Rimouski	8,123	3,997 59	3,997 59				8,123	3,997 59	3,997 59
Bonaventure	Mission Point	17,010	7,465 70	2,935 76				17,010	7,465 70	
"	Between Mission Point and Campbellton	7,770	3,225 80	7,755 74				7,770	3,225 80	10,691 50
		42,785	18,149 53	18,149 53				42,785	18,149 53	18,149 53

Cost at localities dredged in New Brunswick and Prince Edward Island during the Fiscal Year ending March 31, 1910.

Dredge.	Locality.	Date.	Time Dredging.	Quantity.	Cost.	Cost per Cubic Yard.
			Hrs. Min.	C. yds.	$ cts.	$ cts.
St. Lawrence ...	Government Wharf, Campbellton, Restigouche, Co., N.B.	June 5 to July 10 and Oct. 11 to Nov. 9, 1909	173 00	10,195	5,198 41	0 50·99
	Traverse, Restigouche Co., N.B.	July 12 to Oct. 9, 1909.	329 13	40,605	6,742 13	0 16·84
New Dominion..	St. Andrews, Charlotte Co., N.B.	April 1 to 10 and April 26 to Nov. 30, 1909.	1,151 05	76,492	11,574 87	0 15·13
	Leonardville, " "	Dec. 6 to Feb. 14, 1910	338 00	22,262	3,713 60	0 16·60
Prince Edward	Navigation Co. Wharf, Queens Co., P.E.I	April 27 to May 16, 1909	204 16	6,705	1,086 52	0 16·19
	Asylum Wharf and Cut " "	May 17 to June 16, 1909.	152 10	10,125	1,391 37	0 13·74
	Peaks and Queens Dock " "	June 17 to July 4, 1909	70 40	4,860	825 03	0 16·97
	Marine Wharf " "	June 5 to July 14, 1909	41 00	1,845	542 24	0 29·38
	Pownal " "	July 15 to Sept. 18 and Sept. 29 to Oct. 6, 1909	323 28	14,400	1,882 44	0 13·07
	Vernon River " "	Oct. 7 to Nov. 9, 1909	114 30	7,470	1,564 88	0 20·94
	Georgetown, King's Co., P.E.I	Nov. 23 to Jan. 5, 1910	147 50	2,407	1,013 55	0 12 10
Geo. McKenzie..	Port Elgin, Westmorland Co., N.B.	Oct. 8 to Oct. 26, 1909	82 00	3,465	1,841 00	0 53·13
New Brunswick.	Hampton, King's Co., N.B.	Apr. 30 to May 19 and May 23 to June 4, 1909	397 00	24,260	1,642 25	0 06·76
	Wanamakers "	May 20 to May 22, 1909.	21 00	1,050	109 02	0 10·38
	Clifton "	June 25, 1909	5 00	100	45 29	0 45 29
	Shampers "	July 1 to Oct. 23, 1909.	817 00	76,980	5,303 76	0 06·89
	Jenkins Wharf "	Oct. 24 to Nov. 19, 1909	198 00	13,870	1,269 60	0 09·15
W. S. Fielding..	Harbour Channel, St. John, St. John Co., N.B	July 2 to Sept. 8 and Nov. 12 to Feb. 3, 1910	534 00	360,375	28,524 43	0 07·91
	Winter Berths " "	Sept. 9 to Oct. 20, 1909	133 50	43,200	8,222 93	0 19·03
Montague ...	Souris, Kings Co., P.E.I	April 29 to June 14, 1909	240 30	14,400	1,643 45	0 11·41
	Pinette, Queens Co., P.E.I	June 15 to Aug. 17, 1909.	154 30	15,500	2,703 74	0 17·44
	Summerside, Prince Co., P.E.I	Sept. 1 to Dec. 10, 1909	411 00	35,450	5,143 06	0 14·50

STATEMENT of Dredging in the Maritime Provinces showing Quantities removed by and Expenditure of each Dredge during the thirty eight years ended March 31, 1910.

Dredge.	TOTAL QUANTITIES AND COST FOR THIRTY SEVEN YEARS ENDED MARCH 31, 1909.			FOR THE YEAR 1909-10.			TOTAL FOR THE THIRTY-EIGHTH YEAR ENDED MARCH 31, 1910.		
	Total quantity.	Cost.	Per cubic yard.	Quantity.	Cost.	Per cubic yard.	Total quantity.	Total cost.	Cost per cubic yard.
	Cub. yds.	$ cts.	$ cts.	Cub. yds.	$ cts.	$ cts.	Cub. yds.	$ cts.	$ cts.
St. Lawrence	1,847,494	473,713 12	0 25·61	50,200	23,716 92	0 47·24	1,897,694	497,430 04	0 23·87
Canada	1,243,629	381,051 61	0 30 62	.....	.....	.....	.....	.....	.....
New Dominion	1,991,419	359,580 35	0 18·15	98,754	16,506 51	0 16·71	2,090,173	376,086 89	0 18·47
Prince Edward	1,566,958	419,687 33	0 26·78	47,812	15,973 31	0 33 39	1,614,770	435,660 64	0 26·98
(Old) Cape Breton	534,938	139,074 33	0 25·99	.....	.....	.....	.....	.....	.....
Geo. McKenzie	856,749	357,456 11	0 41·72	3,465	1,851 76	0 53 13	860,214	359,307 87	0 41·76
Cape Breton	1,026,405	191,436 23	0 18·65	.....	.....	.....	.....	.....	.....
New Brunswick	538,065	106 701 24	0 19·95	116,260	15,086 50	0 12·97	654,325	121,787 74	0 18·62
W. S. Fielding	767,935	137,221 22	0 17·86	403,575	75,361 56	0 18·67	1,171,510	212,582 78	0 18·09
Montague	128,250	32,190 72	0 25·88	65,350	16,792 51	0 25 69	193,600	48,983 23	0 20·53
Northumberland	513,195	29,539 16	0 05·75	.....	.....	.....	.....	.....	.....
Loggieville (Contract)	13,201	4,888 04	0 37·02	.....	.....	.....	.....	.....	.....
	11,028,238	2,632,539 46	0 23·87	785,416	165,289 10	0 21·01	8,482,286	2,051,839 19	0 24·19

STATEMENT of Dredging performed by hand in the Maritime Provinces, showing Quantities removed and Expenditure at each locality for thirty-eight years, ended March 31, 1910.

Locality.	TOTAL QUANTITY AND COST FOR THIRTY-SEVEN YEARS ENDED MARCH 31, 1909.			FOR THE YEAR 1909-10.			Total quantity.	Total cost.	Cost per cubic yard.
	Total quantity.	Cost.	Per cubic yard.	Quantity.	Cost.	Per cubic yard.			
	Cub. yds.	$ cts.	$ cts.	Cub. yds.	$ cts.	$ cts.	Cub. yds.	$ cts.	$ cts.
Parrsboro, N.S.	42,595	12,804 68	0 30·06	.....	.....	.....	42,595	12,804 68	0 30·06
Windsor, "	5,450	1,627 60	0 29·86	.....	.....	.....	5,450	1,627 60	0 29 86
Milton, "	663	499 46	0 75·33	.....	.....	.....	663	499 46	0 75·33
Racquette, "	1,645	496 38	0 30·17	.....	.....	.....	1,645	496 38	0 30·17
	50,353	15,428 12	0 30·64	Nil.	Nil.	Nil.	50,353	15,428 12	0 30·64

STATEMENT of Dredging showing Quantities Removed in each Province and Cost of each Work for the Thirty-eighth Year ended March 31, 1910.

Fiscal Year.	New Brunswick.		Nova Scotia.		Quebec.		Prince Edward Island.		Total Quantity.	Total Expenditure	Cost per Cubic Yard.
	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.			
	Cubic yds.	$ cts.	Cubic yds.	$ cts.	Cubic yds.	$ cts.	Cubic yds.	$ cts.	Cubic yds.	$ cts.	$ cts.
1872-3	38,060	13,210 50	23,260	8,422 70					61,320	21,663 20	0 25·328
1873-4	57,725	14,395 57	18,600	6,545 61	6,800	2,392 92			83,125	23,334 10	0 28· 71
1874-5	78,823	17,325 05	24,416	13,238 83			18,655	9,892 89	121,294	40,456 77	0 33·354
1875-6	79,935	17,040 52	91,975	21,855 96			58,283	10,891 80	230,192	49,818 22	0 21 642
1876-7	97,490	23,161 90	127,785	34,846 74			74,460	12,758 27	299,935	70,766 91	0 23·594
1877-8	81,070	23,323 92	106,857	29,607 94			82,860	12,011 18	270,787	64,943 04	0 23·983
1878-9	132,555	27,400 22	116,307	28,267 59			46,490	9,164 07	295,352	64,831 88	0 21·951
1879-80	63,540	16,581 79	127,684	34,765 84	765	374 08	36,380	12,674 98	228,379	64,396 69	0 28·197
1880-1	44,351	12,385 85	87,118	23,061 64	2,317	673 44	46,335	9,298 53	180,085	45,139 46	0 25·232
1881-2	79,640	18,626 87	59,566	33,363 71			47,325	9,356 57	216,531	61,347 15	0 28·331
1882-3	48,565	13,422 70	143,616	32,966 93			68,535	11,080 37	260,716	67,500 00	0 25·890
1883-4	47,058	17,103 38	157,560	49,050 58			79,750	13,355 05	284,368	79,509 01	0 27·957
1884-5	128,997	24,460 35	76,164	25,250 73	8,125	3,997 59	55,075	8,668 01	268,359	62,396 68	0 23 242
1885-6	68,505	14,874 63	56,790	21,482 05			17,137	10,349 66	142,432	46,706 34	0 32·793
1886-7	69,440	11,452 86	53,400	25,621 19			6,137	6,214 74	128,977	43,288 79	0 33· 56
1887-8	50,152	9,252 50	84,175	29,847 60			3,775	5,899 90	138,102	45,000 00	0 32· 58
1888-9	63,633	16,598 08	56,910	32,697 00			24,240	15,502 95	144,783	64,798 03	0 27· 29
1889-90	86,068	20,544 93	59,783	22,821 55			31,422	11,085 39	177,273	54,451 87	0 30· 71
1890-1	96,588	20,375 06	61,698	24,386 57			19,004	8,843 92	177,290	53,605 55	0 30· 23
1891-2	75,023	20,592 85	81,993	27,376 08			31,382	12,788 34	188,398	60,757 27	0 32·249
1892-3	108,035	20,742 26	40,834	18,125 58			66,585	15,112 83	215,354	56,980 67	0 26· 44
1893-4	77,505	21,564 27	59,581	28,664 99			61,536	12,269 24	198,622	62,498 59	0 31· 46
1894-5	59,715	13,630 11	105,463	32,202 70			48,060	10,428 90	213,238	58,261 71	0 26· 38
1895-6	98,905	21,352 63	36,428	15,828 89			36,360	10,299 93	171,693	47,481 45	0 27· 65
1896-7	203,975	34,050 86	84,735	22,080 46			51,078	10,937 62	339,788	67,068 94	0 19· 73
1897-8	187,325	27,611 17	147,085	31,497 57			46,710	10,701 49	381,120	69,810 23	0 18· 31
1898-9	105,058	23,315 82	155,510	36,628 81			51,040	13,283 71	311,608	73,228 34	0 23· 50
1899-1900	175,935	28,232 46	152,033	37,589 22			94,364	17,537 73	422,332	83,359 41	0 19· 76
1900-1	205,369	32,615 29	94,557	36,141 17			26,020	18,984 13	325,946	87,740 59	0 26· 91
1901-2	218,210	28,508 97	143,142	39,247 35			51,320	16,196 95	405,682	83,953 27	0 20· 69
1902-3	197,207	36,195 40	134,648	32,856 93			55,943	16,160 33	387,798	85,212 66	0 21· 97
1903-4	252,725	53,046 12	94,675	34,171 45			49,500	13,775 37	396,900	100,992 94	0 25· 44
1904-5	193,955	46,348 89	203,460	33,359 47			33,030	17,123 82	430,445	96,832 18	0 22· 49
1905-6	224,058	32,549 89	271,637	36,111 20			60,683	11,089 96	556,377	120,072 21	0 21· 58

1906-7	120,095	31,538 51	176,321	61,284 51			53,615	19,047 37	350,031	111,870 42	0 31 96
1907-8	235,557	58,976 46	792,878	112,615 67	7,560	2,935 76	100,740	32,504 80	1,136,735	207,022 09	0 18 21
1908-9	519,190	120,186 39	274,439	50,117 13	17,220	7,755 74	97,730	39,801 00	908,579	217,860 26	0 23 97
1909-10	672,254	132,523 28					113,162	32,765 82	785,416	165,289 10	0 21 04
	5,340,855	1,118,118 31	4,613,072	1,194,059 31	42,785	18,149 53	1,844,730	507,857 62	11,835,462	2,878,525 96	0 24 32

STATEMENT of Dredging showing Quantities removed by hand in each Province and cost of each Dredging for the Thirty-eighth Year ended March 31, 1910.

1878-9			245	553 13					245	553 13	2 26 58
1879-80			12,370	3,666 90					12,370	3,666 90	0 29 64
1880-1			11,140	2,560 25					11,140	2,560 25	0 22 98
1881-2			10,640	2,650 00					10,640	2,650 00	0 24 90
1882-3			8,190	2,500 00					8,190	2,500 00	0 30 52
1883-4			5,460	2,500 00					5,460	2,500 00	0 45 78
1899-1900			343	248 71					343	248 71	0 72 51
1900-1			320	250 75					320	250 75	0 78 35
1902-3			1,645	496 83					1,645	496 83	0 30 17
			50,353	15,426 57					50,353	15,426 57	0 30 64

QUEBEC AND ONTARIO.

STATEMENT of Expenditure and quantities of Material removed by the different Departmental Dredges in various localities in Ontario and Quebec during the Eight Months ending November 30, 1909.

Dredges.	Location.	Yards Removed.	Character of Soil.	Expenditure.	Cost per Yard.
				$ cts.	cts.
Challenge	Rockland	12,750	Clay	10,069 03	25 11/50
	L'Original	3,300	"		
	Grenville	7,885	Clay and sand		
	Vaudreuil	14,100	Clay		
	Graham	1,265	Clay, boulders and hardpan		
	Caughnawaga	600			
International	Quebec harbour	24,750	Sand and boulders	20,483 77	14
	St. Charles	121,500	" "		
Industry	Toronto harbour	14,750	Sand	21,706 52	12 11/25
	Port Burwell	105,255	Clay, sand and mud		
	Port Stanley	54,343	Clay, sand and stones		
Deschenes	Aylmer	4,804	Sand and clay	2,734 84	57 3/25
Mattawa	Sturgeon River	53,685	Clay and sand	8,427 35	13 49/50
	Restoule Bay	6,600			
Nipissing	Black Rapids	6,525	Clay	10,561 92	16 41/50
	Hog's Back	10,790	"		
	Sterling dock, Ottawa	375	"		
	Hawkesbury	24,965	Clay, gravel & boulders		
	New Edinburgh	18,745	Sawdust and clay		
	Hull	1,350	Sawdust and boulders		
No. 2	Lievre River	14,007	Clay, gravel and stumps	6,706 02	47 43/50
No. 3	Papineauville	600	Clay	2,685 11	19 37/50
	Pierreville	13,270	Sand and clay		
Ontario	Pelee Island	9,700	Clay	7,667 59	17 13/20
	Kingsville	19,800	Sand		
	Port Stanley	4,360	Sand and clay		
	Wallaceburg	8,900	Clay		
Ottawa	Sorel	23,950	Sand, stone and mud	14,464 16	25 7/10
	Rimouski	33,200	Mud and clay		
Progress	Levis	2,400	Sand	15,758 91	14 1/5
	Quebec (Louise Basin)	16,650	"		
	St. Michel	51,700	Sand and boulders		
	St. Jean des Chaillons	28,900	Sand and rock		
	Quebec	11,600	Sand and boulders		
Queen	New Liskeard	12,245	Clay	7,386 30	44 1/5
	Ville Marie	2,636	Clay and sand		
	Haileybury	724	" "		
	Temiskaming	878	Rock, boulders & gravel		
Quebec	Port Burwell	103,020	Clay and sand	20,135 43	7 33/35
	Niagara-on-the-Lake	30,400	Sand		
	Hamilton	94,600	Clay and sand		
	Brockville	27,400	Clay and stone		
Sir Richard	Kingston	1,800	Sand and boulders	8,055 76	12 33/50
	Garden Island	12,300	Clay and sand, hardpan and gravel		
	Frenchman's Bay	23,800	Sand		
	Bowmanville	23,700	"		
	Newcastle	2,400	"		
St. Louis	Baie la Valliere, Yamaska	12,744	Clay	6,154 00	16 7/10
	Ste. Anne de Sorel	1,165	"		
	Ile de Grace, St. Annes	883	"		
	Berthierville	13,404	"		
	Isles Madam	2,271	"		
	Isles Dupas	5,235	Sand		
	Sorel	1,120	"		

Dredge 'Challenge.'

This dredge started work at Rockland, Ont., on June 11, and continued there up to July 15, 1909. Four cuts were made 500, 410, 160 and 145 feet long each, 25 feet wide and a depth of 6 feet at low water was made. The purpose of the work was the deepening of the approaches to the log slips in front of the saw-mill; 12,750 cubic yards of clay were removed.

Work was next performed at L'Orignal by this dredge between July 16 and 20, 1909. One cut 430 feet long, 25 feet wide and 6 feet deep at low water was made between the wharf and the pier in front of the saw-mill starting a channel to the log slip; 3,300 cubic yards of clay were removed.

This same dredge next worked at Grenville from July 26 to August 28, 1909. Three cuts were made between the wharfs in front of saw-mill, leading to the log slip, 700, 645 and 270 feet long each, 25 feet wide and 8 feet deep at low water; 7,885 cubic yards of sand and clay were removed.

Between August 30 and September 10 and September 20 and October 30 and November 14 to 20, 1909, this dredge performed operations at Vaudreuil, Que. Two cuts were made in front and alongside the wharf for the purpose of deepening the channel and approaches to 10 feet at low water, each 980, 955, 70, 115, 105, 100, 75, 70, 15 and 15 feet long and 25 feet wide; 14,100 cubic yards of clay were removed.

Work was next performed by this dredge at Graham, Que., between September 11 and 18, 1909. Five cuts were made 20, 90, 85, 70 and 60 feet long each and 25 feet wide in front and alongside of wharf for the purpose of deepening the approaches to 10 feet at low water. The total quantity of material removed was 1,265 cubic yards of hardpan, clay and boulders.

From November 1 to 13, 1909, this dredge worked at Caughnawaga making one cut alongside the stone wharf 45 feet long and 25 feet wide. One other cut was also started in front of the ferry wharf, 45 feet long, 25 feet wide, but could not be finished on account of encountering solid rock, which will have to be blasted; 600 cubic yards of stone, mud and clay were removed.

Dredge 'Deschenes.'

This dredge worked at Aylmer from September 13 to November 20, 1909. The work consisted in dredging a channel starting from the wharf and leading out to the main channel out in the lake. Some dredging was also done alongside the wharf deepening for the purpose of building a proposed wharf; 4,804 cubic yards of sand and clay were removed.

Dredge 'Industry.'

This dredge started work at Toronto on June 7, 1909, and continued there up to the 26th of the same month. Work consisted in making one cut on west side of Canadian Yacht Club Island, 300 feet long and 65 feet wide at bottom, and 15 feet deep at low water. One cut 225 feet long and 25 feet wide had to be made for the purpose of floating scows. 14,750 cubic yards of sand were removed.

Work was next continued by this dredge at Port Burwell from July 26 to October 6, 1909. Three cuts were made through bar outside of piers 575, 1,050 and 955 feet long each, 65 feet wide and 20 feet deep at low water. One cut was made on each side of harbour and north of Car Ferry slip dock 350 feet long, 65 feet wide and 20 feet deep at low water. One cut on west side of harbour opposite slip dock 200 feet long, 65 feet wide and 20 feet deep at low water. Seven cuts were made in turning basin 375, 450, 450, 300, 250, 200 and 40 feet long each, 65 feet wide and 20 feet deep at low water. Part of these seven cuts had to be gone over a second time owing to shoal forming by steamer wheels in towing. One other cut was also made through a shoal alongside of each pier, south of the car ferry slip, 200 feet long, 65 feet wide

and 20 feet deep at low water. 105,255 cubic yards of mud, sand and clay were removed.

Work was next performed by this dredge at Port Stanley between October 11 and November 30, 1909. Four cuts were made in turning basin, 540, 540, 490 and 190 feet long each, 40 feet wide and 19 feet deep at low water. Two cuts outside of piers, first of those cuts 850 feet long, 60 feet wide and 20 feet deep at low water, starting 200 feet south of end of east pier. Second cut west of this, starting 100 feet in harbours, 100 feet north of end of east pier, 750 feet long, 40 feet wide and 20 feet deep at low water. One cut 190 feet long, 30 feet wide and 20 feet deep at low water commencing 100 feet north of end of east pier. 150 feet were removed off end of west pier, one cut on each side after removing this pier, 170 feet long, 30 feet wide on east side, cut on west side 40 feet wide, and one small cut between these 40 feet long. The stone removed from this pier being put on west side of breakwater and piled against breakwater with the dredge. One cut in front of east side fish company's wharf, 100 feet long, 30 feet wide and 13 feet deep at low water. One other cut at Going Fish wharf 100 feet long 30 feet wide and 14 feet deep at low water. 54,343 cubic yards of sand, clay and stones were removed from this locality.

Dredge 'International.'

This dredge worked at Quebec from May 10 to November 20, 1909. The work consisted in dredging in the new basin at St. Charles river, making a depth of 20 to 35 feet at low water for new wharf. 146,250 cubic yards of sand and boulders were removed.

Dredge 'Mattawa.'

This dredge worked at Sturgeon river from June 17 to October 10, 1909. Work performed consisted in making two cuts 2,774 and 2,037 feet long each, 25 feet wide and 12 feet deep at low water in the main channel at the entrance to this river; 53,685 cubic yards of sand and clay were removed.

Work was next performed at Restoule bay between October 11 and November 13, 1909. One cut was made starting in front of Smith's second store house 389 feet long. One other cut was made removing a shoal in channel opposite Smith's first store house 229 feet long. Both these cuts were made 25 feet wide and to a depth of 10 feet 6 inches at low water; 6,600 cubic yards of rock, boulders and gravel were removed.

Dredge 'Nipissing.'

This dredge worked at Black Rapids, Rideau canal, from May 31 to July 2, 1909. One cut was made below the locks in the main channel 372 feet long, 30 feet wide and 14 feet deep at low water; 6,525 cubic yards of clay were removed. This material was dumped behind the dam above the locks.

Work was next performed by this dredge at Hog's Back, Rideau canal, between July 8 and 24, 1909. One cut was made in the main channel 417 feet long, 30 feet wide and 20 feet deep at low water. Material dredged was used to fill in behind stop logs of the dam; 10,790 cubic yards of clay were removed.

This dredge also worked at the Sterling dock in the Ottawa river on July 30 and 31, 1909. One cut was made in front of the wharf 150 feet long and 30 feet wide and 9 feet deep at low water; 375 cubic yards of clay were removed.

Operations were continued by this dredge at New Edinburgh between August 2 and 14, also between October 18 and November 20, 1909. Six cuts were made in front of the ferry slip 343, 326, 417, 497 and 529 feet long, each 27 feet wide and 10 feet deep at low water; 18,745 cubic yards of gravel, sawdust, clay and slabs were removed.

Work was also done by this dredge at Hawkesbury from August 16 to October 16, 1909. One cut was made from outside end of main channel into pier No. 5, 3,405 feet long, 27 feet wide and 10 feet deep at low water. One other cut from pier No. 2 to outside end of channel 782 feet long, 27 feet wide and 10 feet deep at low water. Also short cut 261 feet long, 27 feet wide and 10 feet deep at low water. This cut was made to straighten the channel, as there was a short bend at pier No. 2, also one cut 131 feet long, 27 feet wide and 9 feet deep at low water in front of Hawkesbury Lumber Company's wharf. One cut 135 feet long, 27 feet wide and 10 feet deep at low water was made between islands on proposed new channel into town of Hawkesbury; 24,965 cubic yards of clay, gravel and boulders were removed.

Work was next performed at Hull, Que., by this dredge from November 17 to 25, 1909. One cut was made 318 feet long, 27 feet wide and 8 feet deep at low water for the purpose of laying new sewer pipes. One other cut 46 feet long, 27 feet wide, was made to deepen the channel to 19 feet at low water at foot of jack ladder into mill; 1,350 cubic yards of slabs and sawdust were removed.

Dredge 'No. 2.'

From June 30 to November 13, 1909, this dredge worked in the Lièvre river. One cut was made 85 feet long, 25 feet wide and 10 feet deep at low water, on an approach to the wharf above the locks at Poupore. Seven other cuts were made above the locks, 313, 50, 135, 135, 135, 150 and 160 feet long, 25 feet wide and 10 feet deep at low water. All these cuts were made for the purpose of deepening the channel, removing shoals and material which had fallen in channel. One cut was made at the wharf seat at Notre Dame de LaSalette, 60 feet long, 25 feet wide and 6 feet deep at low water. One other cut was made below this wharf in the main channel 700 feet long, 25 feet wide and 10 feet deep; 14,007 cubic yards of clay, gravel, stone and stumps were removed.

Dredge 'No. 3.'

This dredge worked at Papineauville between September 8 and 25, 1909. Two cuts were made in front of the log slip 210 feet long each, 30 feet wide and 9½ feet deep at low water. 600 cubic yards of clay were removed.

This dredge was next taken to Pierreville Mills where she worked from September 27 to November 20, 1909. Two cuts were made in the main channel near Landry island, 750 and 900 feet long each, 25 feet wide and 7 feet deep at low water;13,270 cubic yards of sand and clay were removed.

Dredge 'Ottawa.'

Between May 17 and July 24, and October 11 to November 6, 1909, this dredge worked at Sorel. The work consisted in deepening an approach from the main channel to the new wharf, making a depth of 30 feet at low water. 23,950 cubic yards of sand, stone and mud were removed.

This dredge also worked at Rimouski from July 26 to October 9, 1909. The work consisted in deepening main channel to 20 feet at low water, starting near the wharf and continuing out to deep water. 33,200 cubic yards of mud and clay were removed.

Dredge 'Ontario.'

This dredge worked at Pelee Island between April 19 and May 8, 1909. A cut was made for the purpose of allowing the dredge to move to deep water. 9,700 cubic yards of clay were removed.

Work was performed at Kingsville by this dredge from May 10 to September 25, 1909. Seven cuts 500 feet long, 25 feet wide and 14 feet deep at low water were

made between the east and west piers alongside the east pier. Two other cuts were made starting from the end of east pier leading out to deep water, 130 and 50 feet long each 25 feet wide and 14 feet deep at low water. 19,800 cubic yards of sand were removed.

Dredge next worked at Port Stanley from September 27 to October 30, 1909. Two cuts were made, one 130 feet long and one 270 feet long, 25 feet wide and 21 feet deep at low water, starting from end of west dock leading to main channel in the lake. Another cut was made inside the harbour alongside west dock when weather was too rough to work outside, 130 feet long, 25 feet wide and 21 feet deep at low water. 4,300 cubic yards of sand and clay were removed.

Work was next performed by this dredge at Wallaceburg from November 1 to 30, 1909. The end of Johnston's Bend was removed for the purpose of straightening channel. One cut 230 feet long, 25 feet wide and 19 feet deep at low water was removed. 8,900 cubic yards of clay were removed.

Dredge 'Progress.'

This dredge worked at Lévis between May 10 and 15, 1909. This work consisted in removing obstructions in front of wharf; 2,400 cubic yards of sand were removed.

Between May 17 and June 5 and November 8 to 20, 1909, this dredge worked at Quebec. Obstructions were removed in front and alongside different wharfs; 28,250 cubic yards of sand and boulders were removed.

Work was next performed by this dredge at St. Michel de Bellechasse from June 7 to October 1, 1909. The work consisted in deepening the main channel leading to and from wharf; 51,700 cubic yards of clay, sand, and boulders were removed.

This dredge was next taken to St. Jean des Chaillons where she worked from October 4 to November 6, 1909, removing a shoal and deepening channel in front of government wharf; 28,900 cubic yards of sand and rock were removed.

Dredge 'Queen.'

Work was done at New Liskeard by this dredge from July 1 to August 28, 1909. The work consisted in making two cuts in the main channel, 650 and 994 feet long, 25 feet wide and 11 feet deep at low water; 12,245 cubic yards of clay were removed.

From August 30 to September 4, 1909, this dredge worked at Haileybury. One cut was made alongside of wharf so as to allow steamers to land at back of wharf, 175 feet long, 25 feet wide and 11 feet deep at low water; 724 cubic yards of sand and clay were removed.

This dredge was next taken to Ville Marie where work was done between September 6 and 18, 1909. Two cuts were made in front of wharf, 200 and 171 feet long, 26 feet wide and 9½ feet deep at low water; 2,636 yards of clay were removed.

Work was next continued at Temiskaming by this dredge from September 29 to November 30, 1909. One cut was made in front of the new dam, 266 feet long, 25 feet wide and 10 to 12 feet deep at low water; 878 cubic yards of rock, boulders and gravel were removed.

Dredge 'Quebec.'

This dredge worked at Port Burwell from April 28 to July 17, 1909. Eight cuts were made inside of piers, 550 feet long each and 35 feet wide; one other cut was made 1,000 feet long by 36 feet wide, inside of piers, starting from end of above eight cuts and leading to end of piers. Two other cuts were made, outside of piers, starting from end of piers and leading to deep water in the lake, one 700 feet and one 1,075 feet long, 40 feet wide. All the above cuts were made to a depth of 26 feet at low water; 103,020 cubic yards of silt and clay were removed.

From July 26 to September 4, 1909, the dredge worked at Niagara-on-the-Lake. Work consisted in removing three shoals which interfered with navigation. Shoal

No. 1, 500 feet long, 114 feet wide; shoal No. 2, 300 feet long, 76 feet wide; shoal No. 3, 60 feet long, 38 feet wide. A depth of 26 feet at low water was made at these shoals. Shoal No. 1 was completely removed, while shoals Nos. 2 and 3 were only partly removed; 30,400 cubic yards of silt were removed.

Work was next performed by this dredge at Hamilton, between September 7 and October 30, 1909. A channel was dredged about 2,000 feet long by 75 feet wide, starting from end of Harvester Company's wharf and leading to deep water in the lake. One other cut was made in front of wharf, 300 feet long by 100 feet wide. Alongside of wharf, one cut 500 feet long and 50 feet wide was made and 16 feet deep at low water; 94,600 cubic yards of clay and sand were removed.

This dredge was next moved to Brockville, where she worked between November 3 and 30, 1909. One cut 850 feet long, 38 feet wide and 30 feet deep at low water was made in front of Water Works dock, coal dock, Bowie's wharf and Reynold's coal dock. The following cuts were made in front and alongside Canadian Pacific railway yard dock, 325 feet long, 30 feet wide and 18 feet deep at low water; 125 feet long, 30 feet wide, 20 feet deep at low water; 495 feet long, 30 feet wide and 20 feet deep at low water; 125 feet long, 30 feet wide and 18 feet deep at low water; 175 feet long, 36 feet wide and 18 feet deep at low water. Some cribs were also removed and a depth of 18 feet at low water was made. An old crib was also removed in front of the Canadian Pacific railway ferry dock and the channel dredged to 18 feet deep at low water. Size of crib, 125 feet long, 30 feet wide. Size of channel, 125 feet long, 30 feet wide; 27,400 cubic yards of clay and stones were removed.

Dredge 'St. Louis.'

This dredge worked at Yamaska from May 24 to July 17. One cut 3,300 feet long, 33 feet wide; one cut 3,330 feet long, 33 feet wide and 3½ feet deep at low water, starting from opposite Ile St. Jean and going through a swamp way made for the purpose of drying up surrounding lands; 12,744 cubic yards of clay were removed.

This dredge next worked at Ste. Anne de Sorel from July 19 to 23, 1909. One cut was made 414 feet long, 28 feet wide and 3 feet deep at low water from the main channel to the beach in front of Broullord's property for the purpose of allowing boats to unload products coming from opposite shore; 1,165 cubic yards of clay were removed.

Operations were next continued by this dredge at Ile de Grace between July 26 and 31, 1909. An approach was made opposite the priest's property for the purpose of allowing boats to load products of the island. One cut 103 feet long, 28 feet wide and 3 feet deep at low water was made; 883 cubic yards of clay were removed.

Between August 2 and October 2, 1909, this dredge worked at Berthierville. One cut was made 50 feet long 30 feet wide and 3½ feet deep at low water at the entrance of Bayonne river, to allow scow to ferry landing. One other cut was made on the opposite shore for the same purpose 453 feet long, 30 feet wide and 3½ feet deep at low water. One other cut 5,403 feet long, 33 feet wide and 9½ feet deep at low water was made in the main channel leading to the wharf; 13,404 cubic yards of clay were removed.

From October 5 to 16, 1909, this dredge worked at Ile Madame. One cut 350 feet long, 25 feet wide was made. The material removed was dumped on the bank for the purpose of elevating the main road; 2,271 cubic yards of clay were removed.

Work was then continued at Ile du Pas, from October 18 to November 13, 1909. One cut 975 feet long, 31 feet wide and 6 feet deep at low water was made, starting from main channel leading to the bridge for the purpose of allowing barges to load; 5,235 cubic yards of sand were removed.

This dredge next worked at Sorel between November 15 and 17, 1909. One cut 251 feet long, 33 feet wide and 10 feet deep at low water was made in front of the

government wharf leading to the Lanctot basin; 1,120 cubic yards of sand were removed.

Dredge 'Sir Richard.'

From May 30 to June 19, 1909, this dredge worked at Garden island, also between June 25 and 29. One cut was made 2,470 feet long, 30 feet wide and 14 feet deep at low water. This work consisted in making a channel from the main channel to the wharf; 12,300 cubic yards of sand, clay and hardpan were removed.

This dredge worked next at Kingston between June 21 and 24, 1909. One cut was made alongside the locomotive works dock 110 feet long, 25 feet wide and 10 feet deep at low water; 1,800 cubic yards of sand and boulders were removed.

Dredge next moved to Frenchman's bay where she worked from July 12 to September 8, 1909. Three cuts were made 865 feet long each, one next the other giving a channel of the above length by 90 feet wide and a depth of 14 feet at low water, next to the breakwater and leading from the lake to the wharf and elevator inside the bay; 23,800 cubic yards of sand and stones were removed.

Dredge was next moved to Bowmanville where she worked from September 10 to November 10, 1909. A channel was made at the entrance and between the piers 750 feet long, 100 feet wide with a bell-shaped entrance giving a width at the outer end of 300 feet. A depth of 14 feet at low water was made; 23,700 cubic yards of sand and gravel were removed.

Operations were next performed at Newcastle by this dredge between November 11 and 18, 1909. One cut was made in the channel between the breakwater and the lighthouse, 325 feet, long, 30 feet wide and 14 feet deep at low water; 2,400 cubic yards of sand were removed.

STATEMENT of Expenditure and Quantities of Material Removed by the Different Dredges under Contract at Various Locations in Ontario and Quebec, during the eight months ending November 30, 1909.

Dredges.	Location.	Yards Removed.	Character of Soil.	Expenditure.	Cost. Per Yd.
				$ cts.	cts.
'Arnoldi,' W. L. Horton	Kincardine	11,780	Sand and mud	4,180 00	$35\frac{19}{50}$
	Goderich	31,173	Boulders, sand and clay	13,971 85	$44\frac{21}{50}$
'Algonquin,' Gen'l Const. Co.	Chicontimi	15,594	Sand, clay and gravel	5,842 25	$37\frac{23}{50}$
	Saguenay River	97,015	Sand and clay	32,031 13	33
'Capital,' Dufresne, Turcotte & Marchildon	Batiscan	32,192	Sand and clay	5,531 19	$17\frac{9}{50}$
	Doucets Landing	8,886	Hardpan and sand	1,734 50	$19\frac{1}{2}$
'Chief,' W. E. Phin	Port Hope	26,716	Sand and mud	5,940 87	$22\frac{14}{50}$
	Cobourg	66,794	Sand and clay	10,236 22	$15\frac{7}{25}$
	Whitby	43.120	Sand, mud and clay	5,273 16	$12\frac{11}{50}$
'Central City,' Cohen & Son	Hudson	5,910	Rock and hardpan	1,569 30	$26\frac{1}{2}$
	St. Placide	21,730	Clay	4,671 95	$21\frac{1}{2}$
Duke of York,' W. J. Poupore Co	Louiseville	22,514	Clay and sand	5,432 46	$24\frac{3}{25}$
'Dominion,' Gt. Lakes D'g. Co.	Port Arthur	68,169	Clay and sand	17,835 94	$26\frac{4}{25}$
	Mission River	1,036,682	Clay and sand	164,880 64	$15\frac{9}{10}$
'Excelsior,' Can. D'g & Const. Co.	Tiffin	99,686	Clay, sand and gravel	76,151 35	$76\frac{13}{50}$
	Victoria Harbour	147,588	Boulders and rock	28,340 31	$19\frac{1}{2}$
'E. Hall,' Cape Breton D'g Co.	Rondeau	35,003	Sand and clay	11,732 49	$33\frac{1}{2}$
	Port Burwell	18,712	Sand and clay	7,423 68	$39\frac{33}{50}$
'Enterprise,' Gt. Lakes D'g Co.	Fort William, G. T.P. Basin	311,498	Clay and sand	79,431 08	$25\frac{1}{2}$
'Frank,' A. F. Bowman	Owen Sound	2,959	Clay	800 00	$27\frac{7}{10}$
'Frank,' Gt. Lakes D'g Co	Kaministiquia & Mission River	105,036	Clay	18,348 06	$17\frac{23}{50}$

STATEMENT of Expenditure and Quantities of Material Removed, &c.—*Continued.*

Dredges.	Location.	Yards Removed.	Character of Soil.	Expenditure.	Cost Per Yd.
				$ cts.	$ cts.
'Hacket', Penetang Dredging Co	Fesserton	95,295	Sand and clay	14,845 68	0 15 5/8
'Kennaquhair', W. E. Phin	Port Arthur	314,089	Clay and sand	40,875 82	0 13
'Little Giant', Cohen & Son	Rigaud	30,862	Clay and hardpan	7,636 68	0 24 3/4
'Monarch', Can. Dredging & Const. Co	Victoria Harbour	143,611	Clay, sand, gravel	44,019 73	0 30 5/8
'Meade', C. S. Boone Dredging & Const. Co	Tiffin	91,680	Boulders and rock	60,885 53	0 66 3/4
	Little Current	4,728	Rock	5,985 24	1 26 5/8
'Mogul', Cohen & Son	St. Placide	10,360	Clay	2,227 40	0 21 1/2
	St. Pierre les Becquets	26,882	Hardpan and clay	7,841 03	0 29 1/4
'Moose', Rainy River Dredging Co	Rainy River	57,144	Clay and sand	14,636 15	0 25 3/4
'No. 1', A. F. Bowman	Sault Ste. Marie	23,569	Rock, boulders &c.	71,535 91	3 03 1/2
'No 5', Great Lakes Dredging Co	Port Arthur	40,603	Clay and sand	10,660 78	0 26 1/4
	Mission & Kaministiquia Rivers	686,701	Clay and sand	111,460 97	0 16 1/4
'No. 6', Great Lakes Dredging Co	Nipigon River	45,638	Sand	20,629 30	0 45 1/4
	Mission River, G. T. P. Basin	457,824	Clay	72,033 84	0 15 3/4
'No. 6', C. DeSerres	Verdun	32,335	Hardpan and boulders	11,063 78	0 34 1/4
'No. 8', Great Lakes Dredging Co	Port Arthur	18,177	Clay	4,750 02	0 26 1/4
	Mission & Kaministiquia River	505,658	Clay and sand	109,034 87	0 21 1/4
'No. 9', Can. Dredging & Const. Co	Victoria Harbour	147,975	Clay and mud	19,102 41	0 12 7/8
'No. 14', C. S. Boone Dredging & Const. Co	Little Current	31,995	Rock	55,465 17	1 73 1/2
'No. 15', Great Lakes Dredging Co	Port Arthur	55,281	Sand and clay	14,533 06	0 26 1/2
	Mission River	194,692	Clay, sand and rock	106,319 35	0 54 5/8
'No. 3', Dominion Dredging Co.	L'Assomption	26,005	Clay and boulders	4,519 59	0 17 3/8
'Prince Willie', W. J. Poupore Co	Yamaska	23,341	Sand and clay	4,280 63	0 18 1/2
	River du Loup (en bas)	16,298	Clay	7,429 80	0 45 5/8
	River St. Francis	1,112	Sand and clay	not passed	
	Yamachiche	29,106	Mud and clay	4,357 89	0 14 3/4
'Pontiac', W. J. Poupore	St Francis River	26,135	Clay	4,782 30	0 18 1/4
	Yamaska	3,277	Clay	603 86	0 18 3/8
	River du Loup (en haut)	6,633	Clay and sand	1,425 93	0 21 1/2
'Pelletier'	Napanee River	20,009	Sand, gravel and mud	2,840 25	0 14 1/4
'Sydenham', Can. Dredging & Const. Co	Victoria Harbour	439,246	Clay, sand and boulders	56,825 33	0 12 7/8
'St. Lawrence', Manley	Point Edward	82,234	Sand and gravel	14,998 62	0 18 1/4
	Wallaceburg	20,952	Clay and sand	4,898 16	0 23 3/8
'St Pierre', A. St. Pierre	St. Maurice River	216,950	Clay and sand	22,187 00	0 10 1/4
'Trenton'	Telegraph & Nigger Island	5,798	Rock	17,678 80	3 04 1/8
'Wingfield', C. S. Boone Dredging & Const. Co	Wingfield Basin	4,904	Rock	14,784 15	3 01 7/8

Dredge 'Capital' (Dufresne, Turcotte & Marchildon).

From June 2 to August 3, 1909, this dredge worked in the Batiscan river. One cut 3,448 feet long, 25 feet wide and 6 feet deep at low water, was made in the main channel above entrance of this river. Two other cuts were made in the main channel above the Canadian Pacific railway bridge with a total length of 1,873 feet, 25

feet wide and 6 feet deep at low water; 32,192 cubic yards of clay and sand were removed.

This dredge was next moved to Doucet's Landing, where work was performed between August 31 and September 18, 1909. Seven cuts were made with a total length of 986 feet, 24 feet wide and 13 feet at low water, in front of the wharf; 8,886 cubic yards of hardpan and sand were removed.

Dredge 'Central City' (L. Cohen & Sons).

From July 17 to August 17, 1909, this dredge worked at Hudson. Two cuts were made 380 feet long each, 27 feet wide and 9½ feet at low water, deepening an approach to shore to load barges; 5,910 cubic yards of boulders and hardpan were removed.

Work was next performed at St. Placide by this dredge from September 28 to October 16, 1909. Work consisted in dredging around and in front of the wharf leading to the main channel. Three cuts were made with a total length of 950 feet, 26 feet wide and 10 feet deep at low water; 21,730 cubic yards of clay were removed.

Dredge 'Duke of York' (W. J. Poupore).

From June 1 to July 29, 1909, this dredge worked at Louiseville. Thirteen cuts were made. Six 200 feet long and one 500 feet long in front of the new wharf, two 1,300 feet long in front of Tourville wharf, two 250 feet long at the boom entrance and two 140 and 100 feet long each in the main channel towards the entrance of the river. All these cuts were made to a width of 26 feet and a depth of 6 feet at low water; 22,514 cubic yards of clay and sand were removed.

Dredge 'Little Giant' (L. Cohen & Son).

From June 21 to September 8, 1909, this dredge worked at Rigaud. Two cuts were made 2,283 feet long each, 30 feet wide and 9 feet deep at low water below the Canadian Pacific railway bridge in River Rigaud; 30,862 cubic yards of clay and hardpan were removed.

Dredge 'Mogul' (Canada Improvement Company).

This dredge worked at St. Pierre les Becquets, from June 8 to July 29, 1909. Three cuts were made with a total length of 1,895 feet, and a width of 30 feet to 8 feet at low water. These cuts were made in front of the wharf leading to main channel; 26,882 cubic yards of hardpan and boulders were removed.

Work was next performed at St. Placide by this dredge from October 26 to November 20, 1909. Two cuts were made 825 feet long each, 30 feet wide and 10 feet deep at low water. This work started from the main channel leading to the wharf; 10,360 cubic yards of clay were removed.

Dredge 'No. 3' (Dominion Dredging Company).

Operations were performed from July 28 to September 17, 1909, by this dredge at L'Assomption. Six cuts were made with a total length of about 2,500 feet, 35 feet wide and 14 feet deep at low water. This work was made in the main channel crossing the Ottawa river; 26,005 cubic yards of clay and boulders were removed.

Dredge 'No. 6' (De Seres).

This dredge worked at Verdun from July 14 to November 23, 1909. Four cuts were made, two 500 feet long each and two 300 feet long each, 35 feet wide and 8 feet deep at low water. This work was performed in the main channel at foot of Ile aux Herons; 32,335 cubic yards of hardpan and boulders were removed.

Dredge 'Pontiac' (W. J. Poupore).

This dredge worked in the St. Francis river from June 1 to 30, 1909. Two cuts 1,000 feet long each and one 306 feet long, 26 feet wide each and 6 feet deep at low water. These cuts were for the purpose of making an approach to the new wharf; 26,135 cubic yards of clay were removed.

Work was next performed by this dredge at Yamaska between July 1 and 3, 1909. The work consisted in deepening the channel close to Ile St. Jean to 6 feet deep at low water; 3,277 cubic yards of clay were removed.

Operations were next performed at Louiseville by this dredge between July 5 and 16, 1909. One cut was made opposite Voisard's property in the main channel 1,065 feet long, 26 feet wide and 6 feet deep at low water; 6,633 cubic yards of clay and sand were removed.

Dredge 'Prince Willie' (W. J. Poupore).

This dredge worked in the Yamaska river between June 3 and 30, 1909. Work consisted in cutting through a shoal at the entrance to the lock. Three cuts were made 500 feet long each, 60 feet wide and 4 feet deep at low water; 23,341 cubic yards of sand and clay were removed.

Work was also performed by this dredge at St. Francis river from July 1 to 2, 1909. A cut was made through a shoal at Mackerel point to a depth of 6 feet at low water; 1,112 cubic yards of sand were removed.

Operations were next performed by this dredge at Yamachiche from July 5 to 29, 1909. One cut was made 3,143 feet long, 55 feet wide and 6 feet deep at low water, starting from the entrance of this river leading to the main channel in Lake St. Peter; 29,106 cubic yards of mud and clay were removed.

Dredge was next removed to Rivière du Loup en Bas, where she worked from August 7 to September 2, 1909. The work consisted in deepening around and in front of the wharf; 16,298 cubic yards of clay were removed.

Dredge 'St. Pierre' (A. St. Pierre).

From May 6 to November 13, 1909, this dredge worked in the St. Maurice river. Four cuts 500 feet long each and four cuts 1,000 feet long each were made in the main channel at the foot of Baptiste island and along side of the wharf. Two cuts were also made at the head of this island in the main channel 1,000 feet long each. One cut 1,000 feet long in front of Grant's sawmill. One cut 1,000 feet long in front of Union Bay Company's wharf, and one cut 1,308 feet long in front of the mill. All these cuts were made to a width of 32 feet and a depth of from 8 to 10 feet at low water; 216,950 cubic yards of clay and sand were removed.

See resident engineer's reports for following dredges:—

No. 9, Canadian Dredge and Construction Company.
Excelsior, Canadian Dredge and Construction Company.
Sydenham, Canadian Dredge and Construction Company.
Monarch, Canadian Dredge and Construction Company.
No. 5, Great Lakes Dredging Company.
Dominion, Great Lakes Dredging Company.
No. 15, Great Lakes Dredging Company.
No. 8, Great Lakes Dredging Company..
No. 6, Great Lakes Dredging Company.
Enterprise, Great Lakes Dredging Company.
Frank, Great Lakes Dredging Company.
Meade, C. S. Boone & Company.
No. 14, C. S. Boone & Company.

Wingfield, C. S. Boone & Company.
No. 1, A. F. Bowman Company.
Arnoldi, W. L. Horton.
St. Lawrence, Manley Dredging Company.
E. Hall, No 1, Cape Breton Dredging Company.
Chief, W. E. Phin.
Trenton, R. Weddell.
Hacket, Penetang Dredging Company.
Kinnequhair, W. E. Phin.
Frank, A. F. Bowman.
Moose, Rainy River Dredging Company.
Pelletier, Windsor Dredging Company.
Algonquin, General Construction Company.

PROVINCE OF QUEBEC.

AYLMER.

Aylmer, Wright county, is on the Quebec shore of Lake Deschenes, an expansion of the Ottawa river, 9 miles above the city of Ottawa; 4 miles from Britannia, the foot of navigation and 25 miles below Chats lake, the head of navigation. It has a population of 3,000, and an additional floating population of 1,500.

The departmental dredge *Deschenes* worked at Aylmer, September 13-November 20, making four cuts aggregating 942 lineal feet. One cut 602 feet long, 25 feet wide, to a grade depth of 9 feet, at the inner end, along the centre of the western entrance to the Ritchie wharf; two cuts, each 96 by 26 feet, to a grade depth of 9 feet, were made on the west half of the site of the proposed new wharf; a cut 150 long, 25 feet wide, to a grade depth of 9 feet, was made along the west side of the Ritchie dock, from the centre of the channel above referred to for berthing purposes; 4,802 cubic yards sand and clay, scow measure, were removed on flat scow and shovelled off in 49 feet of water $\frac{3}{4}$ of a mile out from Ritchie's dock. Work was not economical owing to limited plant.

BAIE DE LA VALLIÈRE.

Baie de la Vallière is some 6 or 7 miles east of Sorel. It empties into the Yamaska river.

The dredging begun there many years ago in order to drain the surrounding farm lands was continued in 1909 from May 24 to July 17. Some 12,744 cubic yards of earth were removed by government dredge *St. Louis* in clearing part of channel made during preceding years, and in making a new cut 1,450 feet long and 75 feet wide.

CAUGHNAWAGA.

Caughnawaga or Sault St. Louis, a post village in Laprairie county, situated on the south shore of the St. Lawrence, opposite the village of Lachine, 10 miles from Montreal and 15 miles from Beauharnois. The Canadian Pacific railway has a station here half a mile from the village called Adirondack Junction. It is entirely inhabited by the Indians of the Iroquois tribe; has Roman Catholic and Methodist churches, 13 stores, 1 lacrosse stick factory, telegraph and express offices. Population, 2,300.

From October 31 to November 13, 1909, government dredge *Challenge* worked at Caughnawaga, opposite the new government wharf; some 600 cubic yards of clay, stone and sand were dredged in removing a shoal 170 feet long and 30 feet wide.

GRENVILLE.

Grenville village is on the Quebec shore of the Ottawa river, in the county of Argenteuil, 59 miles below Ottawa, across the river from Hawkesbury, and is at the head of the Grenville-Carillon canal.

The departmental dredge *Challenge* worked here (July 26-August 23), making three parallel cuts (815, 600 and 210 lineal feet), 25 feet wide, to a grade depth of 9 feet into the wharf slip of Dansereau's sawmill.

7,885 cubic yards of clay and sawdust, scow measure, were removed and spoiled 200 feet out and below point of Grenville canal entrance, in 30 feet of water at the head of the rapids. The work was efficiently done.

HUDSON.

Hudson, a post village in Vaudreuil county, on the River Ottawa, and on the Canadian Pacific railway (short line), 9 miles from Vaudreuil and 35 miles from Montreal. It is a landing of the Ottawa steamers and contains 1 Methodist church, 1 Roman Catholic church, telegraph, express and telephone offices, 1 woollen factory, 1 hotel and 2 stores. A favourite summer resort for Montrealers. Population, 500.

From June 12 to August 17, 1909, dredge *Central City* of Messrs. Cohen & Son, worked at Hudson some 1,250 feet northwest of public wharf, opposite the Mason and Wilson wharfs. Some 5,690 cubic yards of hard pan and boulders, and 250 cubic yards of rock were removed in making a cut 475 feet long, from 50 to 150 feet wide, and from 8 to 10 feet deep.

HULL (MAIN SEWER).

Hull, county of Wright, is an important industrial centre on the Ottawa river, opposite the city of Ottawa.

The departmental dredge *Nipissing* worked to improve the main sewer outlet of the city of hull on the Ottawa river, November 17-22.

1,930 cubic yards sawdust, boulders and clay, scow measure, were removed to a grade depth of 10 feet in 259 lineal feet of cutting.

HULL (E. B. EDDY'S).

Hull, county of Wright, is an important industrial centre on the Ottawa river, opposite the city of Ottawa.

The departmental dredge *Nipissing* worked at the E. B. Eddy sulphite mill, Hull, on the Ottawa river, November 23-25, making 46 lineal feet of cutting to a grade of 10 feet, and removing 990 cubic yards of sawdust and bark, scow measure.

This work was for the removal of shoaling which has taken place over the pulp log basin of the company.

ILE AU CASTOR.

Ile au Castor is one of the many islands in the St. Lawrence between Sorel and Berthierville. It is situated immediately opposite Berthierville.

From July 29 to August 11, 1909, government dredge *St. Louis* worked in the channel south of the island separating it from the Ile du Pads. This in order to accommodate the ferry service between the two islands. A cut 384 feet long from 35 to 45 feet wide and from 3 to 4 feet deep was made; some 2,247 cubic yards of sand being removed.

ILE DE GRÂCE.

Ile de Grâce is one of the many islands in the St. Lawrence between Sorel and Berthierville. It is situated immediately opposite Ste. Anne de Sorel, with which it communicates with a ferry.

From July 24 to 28, 1909, government dredge *St. Louis* took out some 434 cubic yards of earth in making a 2-foot channel 125 feet long and 25 feet wide, to accommodate the light ferry service to Ste. Anne de Sorel.

ILE ST. IGNACE DE LOYOLA.

St. Ignace de Loyola, post village and parish, in Berthier county, on the St. Lawrence river, close to the western end of Lake St. Peter, and 2½ miles from Berthierville station, on the Canadian Pacific railway, and Sorel, on the opposite bank of the St. Lawrence, in Richelieu county. It contains a Roman Catholic church and 1 store. Population of parish, 875.

From October 5 to November 6, government dredge *St. Louis* worked at Ile St. Ignace de Loyola near Ile Madame and Ile du Pads. A dyke some 400 feet long and 17 feet wide was made so as to allow communication between Ile Madame and Ile St. Ignace.

Material dredged, 6,546 cubic yards of clay and sand.

LA SALETTE.

La Salette, a village in Labelle county, is on the east bank of the Lièvre river, 18 miles above Buckingham.

The departmental dredge *No. 2* worked at La Salette, on the Lièvre river (September 27-November 13), making 720 lineal feet of cutting to a grade depth of 10 feet, to improve the channel for a minimum width of 6 feet; a distance of 1,000 feet, along the east shore through the landslide to the site of the proposed landing, also 222 lineal feet of cutting in the east bank, to a grade depth of 6 feet, for a landing slip at the foot of a public roadway. Total of 4,757 yards (scow measure) clay were removed.

To supplement the dredging, some blasting was done from October 14 to 22, 1909, above the water level to ease off the landing slip of the berth for the float landing.

LONG SAULT DAM.

The Long Sault rapids are on the interprovincial boundary at the foot of Lake Timiskaming, near Timiskaming station, where it narrows into Seven League lake, 39 miles above Mattawa, which latter is a station on the Canadian Pacific railway main line at the confluence of Seven League lake and the Mattawa river, into the Ottawa river.

At this point, a dam is being constructed to form part of the Upper Ottawa storage system.

The departmental dredge *Queen* worked here (September 26-November 19), making 291 lineal feet of cutting to a grade depth of 7 feet, removing 878 cubic yards of rock, boulders, sand and hard-pan (scow measure).

This work has been directed by the engineer of construction and is being done by the department to help, as much as possible, the early completion of this link of the Upper Ottawa storage scheme.

PAPINEAUVILLE.

Papineauville, Labelle county, is a town of some importance, on the Quebec shore of the Ottawa river, 37 miles below Ottawa city, on the Canadian Pacific railway north shore line.

The departmental dredge *No. 3* worked at Papineauville (September 8-18) to complete a slip to Messrs. Ball & Sons mill. Two parallel cuts, 70 and 58 lineal feet respectively, were made to an average depth of 8 feet; 600 cubic yards of clay (scow measure were removed.

This work was done during the experimental trials of the new dredge and was handicapped by the delays to which a new plant is subject.

POUPORE.

Poupore is a post station on the east shore of the Lièvre, 12 miles above Buckingham, in the county of Labelle.

The departmental dredge *No. 2* worked here (June 30-September 25), making five cuts aggregating 936 lineal feet, to improve the eastern channel for a distance of 1 mile below locks.

9,785 cubic yards of clay, scow measure, was removed to a grade depth of 10 feet. Part of the dredged material had to be cast over.

The channel is now in fairly good shape but there is a possibility that local landslides from the steep east bank will again occasionally obstruct the inner channel. It is proposed to dredge around the toe of said landslides, as has been successfully done during the past season, instead of through the landslides as has been customary. While this was necessary to prevent the blocking of navigation for an extended period, the experience gained has proved that greater and worse undermining usually follows.

The work was much delayed by loose logs and cribbed logs coming down the narrow channel and preventing the dredge from working. A week's time was lost by the sudden rise of the river (3 feet), in August, the dredge not being equipped with the proper length of dipper arm and spuds.

RIMOUSKI.

During the fiscal year ended March 31, 1910, the departmental dredge *Ottawa* was engaged from the beginning of August to the month of October, in lengthening and deepening the 15 foot channel required at Rimouski, to permit the mail tender *Lady Evelyn* to perform her service without any delay or interruption.

The quantity of material removed amounted to about 26,500 cubic yards consisting of clay, sand and small boulders.

The length of channel dredged during the season, was 650 feet by a width of 120 feet and the mean depth of clay excavated was 6 feet.

During the summer 1908, the dredge *Progress* did the shore part of the channel and although the dredging is far from being completed at Rimouski, nevertheless the state of things is much improved and last summer not the least delay was experienced by the mail tender on account of low water.

RIVER BERTHIER (NEAR BERTHIERVILLE).

Berthierville (Berthier-en-haut), a thriving river port and incorporated town in Berthier county, on the shore of the St. Lawrence, and a station on the Canadian Pacific railway. It contains 2 churches (Roman Catholic and English), 20 stores, 3 hotels, 2 sawmills, branches of the Provincial and Hochelaga banks, 1 waterworks, 1 convent, 1 college, 1 grammar school, 1 ladies' seminary, and telegraph and express offices and Melcher's gin distillery.

Population, 1,364.

From August 12 to October 2, 1909, government dredge *St. Louis* worked in River Berthier channel, nearly opposite Berthierville. Some 11,606 cubic yards of clay were removed in making a cut 1,700 feet long, 25 feet wide, and down to 10 feet below extreme low water level.

RIVIÈRE DU LOUP (EN BAS).

During the season 1909-10, a contract was let to the W. J. Poupore Company, Limited, of Montreal, to perform some dredging near the outer end of the wharf.

The clam shell *Prince Willie* was engaged on that work from August 7 to September 2.

16,298 cubic yards of material were removed from the inside of the 'L' of the wharf, providing a depth of 7 or 8 feet at low water spring tides.

The material removed was silt and soft clay.

The amount expended on dredging at Rivière du Loup was $7,429.80.

RIVER L'ASSOMPTION.

Charlemagne, a post village in L'Assomption county, 4 miles from Mascouche and 12 miles from Montreal. It has 4 stores, 1 sawmill, 1 box factory, telegraph and express office, and 3 hotels. Population, 722.

From July 28 to August 30, and from September 9 to 17, 1909, the Dominion Dredging Company's dredge *No. 3*, worked at the entrance of River l'Assomption, opposite Charlemagne, between Bourdon island and Repentigny Point. The 14-foot channel begun some years ago, was widened and cleared. Material removed, 26,005 cubic yards of clay and boulders.

RIVER RICHELIEU.

Richelieu, a river of Quebec, leaves Lake Champlain at its north extremity, and after a northerly course of 80 miles enters the River St. Lawrence at Lake St. Peter. It is broader and more rapid in the upper than in the lower part of its course. Near its centre, it expands into the Basin of Chambly. The Richelieu forms an important part of the navigation between the St. Lawrence and the Hudson rivers. At its mouth is the town of Sorel.

The important improvements begun in River Richelieu near St. Johns last year, were continued in 1909.

Dredging operations were resumed in May with the government dredge *Richelieu*, and the rented dredges *Lanark* and *Maberley*. Work was done between the Central Vermont and Jones bridges. Channel dredged 750 feet wide. On November 20, when work was suspended, the dredges were up to Jones' bridge. Following quantities of material, mostly clay with some gravel and a little hard-pan and boulders, having been dredged:—

	Cubic Yards.
Richelieu	45,216
Maberley	57,779
Lanark	54,419
Total	157,414

Average cost per yard, 30 cents.

Distance advanced, 1,000 feet.

All material excavated was dumped on the east shore of the river at a distance of from 0 to 1½ miles above Central Vermont railway bridge.

Between April and June, two wooden side-dumping scows, 70 feet long, 22 feet wide and 28 inches draught, were built; weight, nearly 100 tons each. Repairs were made to steam derrick used with the dumping boxes. The government tug *Ottawa*, 65 feet long and 14½ feet wide, was almost entirely renovated, the entire hull being rebuilt in 2½-inch oak and the machinery improved. The Iberville water intake near public wharf, was also lengthened 264 feet so as to prevent interference by dredging. Cost, $600.

During January, February and March, dredge *Richelieu* was repaired. Work was begun on the installation of a small swing bridge on Jones' bridge, so as to allow the passing of the dredges, tugs and scows working between Jones' and the Canadian Pacific railway bridges.

Total expenditure for fiscal year was $59,988.85.

RIVER RIGAUD.

From June 17 to December 8, 1909, L. Cohen & Son's dredge *Little Giant* worked in River Rigaud. Channel was dredged and cleared to 8 feet for a width of 100 feet and a length of 3,500 feet, starting 3,500 feet below Canadian Pacific railway bridge and going down stream. Some 30,862 cubic yards of clay, boulders and hardpan were removed.

RIVER ST. LOUIS.

St. Louis de Gonzague, a post settlement in Beauharnois county, Que., 1 mile from St. Louis station, on the Ottawa and Swanton branch of the Grand Trunk railway. It contains 2 churches, 4 stores, and 1 butter and cheese factory. Population, 250; of parish, 1,200.

The improvements to River St. Louis, begun in 1904 and pursued since, were resumed in June, 1909, and suspended November 20, until next year. During fiscal year, 17,454 cubic yards of clay, gravel and hardpan were dredged, and 2,089 cubic yards of solid rock blasted and removed. Total expenditure, 1909-10, was $6,454.42.

These improvements are being done in order to prevent or at least greatly minimize the disastrous effects of spring floods and overflows after heavy rain.

Work was done by day labour.

LAKE ST. JOHN.

Dredging at Roberval, Lake St. John, is done by dredge *Lac St. Jean*, assisted by tug *Marie-Louise*.

For details of dredging plant, see Report Public Works, 1906-7, page 200.

The dredge has been working at Roberval harbour in and out at Rivière à la Pipe, around the wharf, and at St. Gédeon les Iles for the site of a wharf.

The work done during the fiscal year 1909-10 was the continuation of the dredging in the entrance, and in the Roberval harbour, also at Rivière à La Pipe.

Number of cubic yards dredged, 9,390.

Amount expended, $5,093.29.

Dredging started on July 12, at Roberval; on July 26 the dredge went to St. Félicien with the tug *Marie-Louise* to help the steamer *Pikouagami*, which was ashore, and back to Roberval on the 30th; on September 2, the dredge went to Rivière à La Pipe, and was back at Roberval on the 30th, where the dredge was placed in winter quarters.

STE. ANGÈLE DE LAVAL.

From August 31 to September 18, 1909, Messrs. Dufresne & Marchildon's dredge *Capitol* worked immediately in front of the Doucet Landing Grand Trunk railway wharf used by the Three-Rivers ferry boat; some 1,840 cubic yards of hardpan and 7,036 cubic yards of sand and boulders were removed.

STE. ANNE DE SOREL.

Ste. Anne de Sorel, a post village attractively situated on Lake St. Peter, an expansion of the St. Lawrence river, in Richelieu county, 3 miles from Sorel, a station on the Quebec, Montreal and Southern railway. It has one Roman Catholic church, 3 stores, and 1 flour mill. Population of parish, 1,046.

From July 19 to 23, 1909, Government dredge *St. Louis* worked at Ste. Anne de Sorel about 1 mile downstream from public wharf. This in order to accommodate the ferry between Ste. Anne de Sorel and Ile de Grâce opposite. A 2-foot channel some 300 feet long and from 30 to 40 feet wide was made and 1,165 cubic yards of sand and clay removed.

ST. JEAN DES CHAILLONS.

During and after construction of present government wharf at St. Jean Des Chaillons, it was found that its channel of approach was very much obstructed by unaccountable shallow patches with only 4, 6, 9, 10 and 12 feet of water at low tide, alongside of deep water of from 15 to 20 feet and more.

On investigating, the cause of it was found that when the dredging of the ship channel at Cap à la Roche was transferred by the Montreal Harbour Commissioners to the Department of Public Works of Canada, in or about 1889-90, the officials of the latter made a dumping ground of the locality, which was the local harbour at the time, destroying it altogether, leaving scarcely 7 feet of water, where formerly 30 feet existed not 350 feet from high water line.

Last season, a government dredge was to work around the wharf in July or August; however, the government dredge *Progress* reached Des Chaillons only on Saturday, October 2, starting work on Monday the 4th, and was hurried away on the following November 6. In this interval, five working days were lost through some breakage in the machinery and boiler of dredge.

Of the remaining 28 days, five were Sundays and holiday (November 1), leaving 23 working days during which dredge worked 152 hours or equal to 19 days of eight hours; the balance of time was taken up by coaling of dredge, moving of same, waiting for scow to go and return from dumping ground, as only one scow of a capacity of 100 yards was being used during the whole time.

The material removed: broken stone, already crushed by previous dredging, gravel and earth washed in among the stone with a certain amount of sand, amounted to 234 scow loads, or, say 23,400 cubic yards, while some 4,948 yards were cast over. Some six cuts of irregular lengths and depths, owing to the formation of the several heaps, were made, the whole however averaging 1,954 feet in length, 8 feet deep and 50 feet wide.

ST. JOSEPH DE SOREL.

St. Joseph de Sorel, a post vilalge and parish in Richelieu county, on the South Shore railway, and on the Richelieu and St. Lawrence rivers, at the southwest end of Lake St. Peter, the port of call for the steamers of the Richelieu and Ontario Navigation Company. The village contains the shops of the Department of Marine and Fisheries for the construction and repairs of government vessels and barges, employing 700 workmen. It contains also 1 Roman Catholic church, 4 stores, 2 saw and flour mills. Population of parish, 1,400.

From May 27 to June 30, and from October 11 to November 6, 1909, government dredge *Ottawa* worked on the western entrance of River Richelieu near St. Joseph de Sorel. Some 23,950 cubic yards of clay, stone and sand were removed in widening said entrance 400 feet by from 200 feet to 550 feet and down to 18 feet below extreme low water level.

ST. PIERRE LES BECQUETS.

St. Pierre les Becquets, a post village and parish in Nicolet county, on the St. Lawrence, 4 miles from Batiscan, on the Canadian Pacific railway, 19 miles east of Three-Rivers. It contains 1 Roman Catholic church, 10 stores, 2 temperance hotels, 1 carding mill, 2 saw mills, 4 grist mills, 1 tomato canning factory, besides a large convent with 70 pupils, also express and telegraph offices. Population of parish, 1,900.

From June 8 to July 29, 1909, Messrs. Cohen & Son's dredge *Canada* worked at St. Pierre. A 10-foot cut 1,620 feet long, from main channel, and 30 feet wide was made. The basin adjoining public wharf was also deepened. Total quantity dredged was 23,352 cubic yards of clay and hardpan, and 3,530 cubic yards of sand.

ST. PLACIDE.

St. Placide, a post settlement in Two Mountains county, 10 miles from Ste. Scholastique, on the Montreal and Ottawa (North Shore) branch of the Canadian Pacific railway. It contains a Roman Catholic church, 4 stores, 1 hotel, 2 wagon factories, 1 carriage factory and 1 butter factory. Population, 400.

From September 20 to November 20, dredge *Central City,* and from October 26, to November 20, dredge *Canada Mogul,* both belonging to Messrs. L. Cohen & Sons, worked in the downstream channel leading to wharf at St. Placide. Said channel was cleared to 10 feet and widened on a length of 5,500 feet. Some 32,390 cubic yards of clay were removed.

SAGUENAY RIVER.

Saguenay dredging is done at the Chicoutimi harbour and in the channel, so as to complete the channel from the harbour to foot of Les Battures, about 9 miles from Chicoutimi.

Work done during the fiscal year 1909-10 was the continuation of the dredging of the harbour and in the channel.

Work started on June 28, 1909, and was resumed on November 15; the dredging in the harbour was in front of the old wharf, and in front of the extension is to an average depth of 18 feet.

Material removed in the harbour was clay, 15,594 cubic yards.

The dredging in the channel was done to an average depth of 18 feet; material removed was clay, and 99,385 cubic yards were removed. The dredging was done in line of No. 2, or Rivière Valin range light, for a total length of 2,800 feet by 90 feet in width.

Amount expended in the harbour	$ 1,677 88
Amount expended in the channel	30,000 00
Total of cubic yards	114,979

SOREL.

From November 11 to 20, 1909, government dredge *St. Louis* widened the eastern entrance to Bassin Lanctot, immediately inside of the L-shaped high level wharfs at Sorel. A cut 251 feet long, 30 feet wide and down to 7 feet below low water level was made, and 2,080 cubic yards of sand and clay removed.

VAUDREUIL.

Vaudreuil, a post village and parish in Vaudreuil county, on the Ottawa river, with port on the Lake of Two Mountains, and on the Canadian Pacific railway and Grand Trunk railway, 24½ miles from Montreal. It contains 1 Roman Catholic church, 6 stores, 4 hotels, 2 flour mills, &c., besides telephone, telegraph and express offices. Population of parish, 1,510.

From August 29 to October 30, and from November 14 to November 20, 1909, government dredge *Challenge* worked in the 10 foot channel leading from Ottawa river to public wharf at Vaudreuil. Some 15,515 cubic yards of clay and hard-pan were removed.

VERDUN.

Verdun, an incorporated village in Jacques-Cartier county, lying to the southwest of the city of Montreal, and separated from it by the tail race of the Montreal waterworks, and 1 mile from St. Paul station, on the Grand Trunk railway. It contains 4 churches (Roman Catholic, Anglican, Presbyterian, and Methodist), a number of stores, a large laundry, ice-house, 1 hotel, the Protestant hospital for the

insane, 1 branch bank and a large seminary. A ferry runs to La Tortue on the south side of the St. Lawrence, and there is a good electric car service to Montreal. Population, 5,000.

From September 20 to October 30, and from November 11 to November 23, 1909, Mr. Gaspard Desserres' dredge *No. 6*, worked in the channel between Verdun and Côte Ste. Catherine. A 9-foot channel 100 feet wide and 900 feet long was cleared, and 32,335 cubic yards of boulders and hard-pan were removed.

VILLE MARIE.

Ville Marie, Pontiac county, is an agricultural centre of importance, located on Baie des Pères, Lake Timiskaming.

The departmental dredge *Queen* worked here (September 6-18), making two parallel cuts, each 185 lineal feet, to improve the turning basin in front of the public wharf.

2,616 cubic yards, scow measured, clay, were removed to a grade depth of 10 feet and spoiled in deep water opposite the harbour.

PROVINCE OF ONTARIO.

BELLEVILLE.

Belleville, Hastings county, is situated on the north shore of the Bay of Quinté. Population, 11,000. It is the county town.

On August 24 last, authority was given to have the Windsor Dredging Company, dredge the necessary excavation for the accommodation of the Ontario Fisheries Inspection boat *Navarch* to a depth of 10 feet, for the sum of $300.

The material removed consisted of stiff mud, sawdust, hard heads, and the quantity removed amounted to 972 cubic yards, which were all over-cast to the south of the slip.

This work commenced August 25, and was completed August 27.

Total expenditure for fiscal year, 1909-10, was $300.

BLACK RAPIDS.

Black Rapids lock is on the Rideau canal, in the county of Carleton, 9½ miles from Ottawa and 4 miles from Hog's Back.

The departmental dredge *Nipissing* worked here (May 31 to July 3), removing 6,525 cubic yards clay (scow measure), under the supervision of Rideau canal officers.

The full cost of the above work is placed at $1,700.

A recommendation was made July 22, in a memo. to the deputy minister, that an account covering disbursements on account of running expenses only, be rendered to the Department of Railways and Canals.

BOWMANVILLE.

Bowmanville, (or Port Darlington) Durham county, is situated on the north shore of Lake Ontario, 43 miles east of Toronto by rail on the main line of the Grand Trunk railway, between Toronto and Montreal. Population, 2,800.

This harbour was built by the municipality and consists of two parallel piers at the mouth of a small creek. The west jetty is 800 feet in length by 30 feet in width except at the outer end where it is 60 feet in width for a length of 240 feet.

The departmental dredge *Sir Richard* was engaged at this place from September 6 to November 6, and excavated some 23,000 cubic yards of material, scow measurement, in improving the channel between the piers and the approaches.

GARDEN ISLAND.

Garden Island is situated at the east end of Lake Ontario, opposite the city of Kingston in the county of Frontenac.

The departmental dredge *Sir Richard* was employed from May 31 till June 27, and excavated a channel 2,500 feet in length by 30 feet in width to a depth of 14 feet and in the performance of this work some 13,400 cubic yards of material, scow measurement, were removed.

GODERICH.

On June 1, 1909, authority was received to expend the sum of $5,000 in performing necessary dredging in inner harbour; in channel between piers, and in channel at outer entrance to piers. This amount was subsequently increased by $660 and $12,500 on June 28 and September 18, 1909, respectively, making the total grant for dredging during the past season $18,160.

The contract for the above dredging was re-let to Mr. W. L. Horton, of Goderich, at the prices which prevailed during the previous year, *i.e.,* 35 cents for all material other than rock, and $4 per cubic yard, scow measurement, for rock.

Operations were commenced on June 11 and ceased on December 14, 1909, when work closed down for the winter. Work was suspended between August 31 and September 21 owing to first grant having been expended. 34,568 cubic yards of clay, sand and gravel and 710 cubic yards of rock were removed, the greater portion of which material was dredged at outer entrance to harbour. The dredging performed to date has proved of great benefit, but practically the whole of the inner harbour requires to be dredged to a depth of at least 21 feet below extreme low water level in order to accommodate the rapidly increasing traffic.

The total expenditure during the fiscal year 1909-10 is $20,047.16.

HAILEYBURY.

Haileybury, district of Nipissing, is on the west shore of Lake Timiskaming and is the chief lake port on the route of the Timiskaming and Northern Ontario railway, 108 miles north of North Bay and 5 miles from Cobalt, the heart of an important mineral district.

The departmental dredge *Queen* worked at Haileybury from August 27 to September 4, making a cut 155 lineal feet, 30 feet wide, to a grade depth of 10 feet, to improve the wharfage at the Haileybury dock, on Lake Timiskaming.

972 cubic yards clay and sand were removed and spoiled a short distance away in deep water. This work has improved considerably, for the time being, the congested wharfage.

HAWKESBURY.

Hawkesbury, Prescott county, is a town of 4,600 population, situated on the Ottawa river, at the head of the Grenville-Carillon canal and 58 miles below Ottawa. The Hawkesbury Lumber Company and the Riordan pulp mills are the chief industries at this point.

The departmental dredge *Nipissing* worked at Hawkesbury, on the Ottawa river (August 9-October 16)) making 6 cuts aggregating 4,624 lineal feet, 27 feet wide, completing the outer channel into the Hawkesbury harbour and improving the approaches to the Hawkesbury Lumber Company's dock, also testing the material in the proposed channel for a second entrance in the harbour.

28,690 cubic yards of clay, boulders and hard-pan (scow measure) were removed and spoiled either in deep water above the extensive sand shoal or at the head of the rapids.

The outer channel is now from 100 to 150 feet in width for a least depth of 10 feet throughout its length, $\frac{3}{8}$ mile. The trial dredging performed in the proposed new channel has shown that the work cannot be performed by the average dredge without blasting.

HOG'S BACK.

Hog's Back lock is on the Rideau canal, in the county of Carleton, 5½ miles from Ottawa.

The departmental dredge *Nipissing* was loaned to the Department of Railways and Canals for widening the channel at Hog's Back, under the supervision of the Rideau canal officers. The dredge worked (July 5-31), removing 10,780 cubic yards stones.

The full cost of the above work is placed at $750.

A recommendation was made July 22, in a memorandum to the deputy minister, that a bill covering disbursements on account of running expenses only, be rendered to the Department of Railways and Canals.

KINCARDINE.

Kincardine is a prosperous town situated on the east shore of Lake Huron, in the county of Bruce, 39 miles south of Southampton and 32 miles north of Goderich. It is the terminus of the Wellington, Grey and Bruce division of the Grand Trunk railway. Population, about 3,000. Principal industries of the town are: two furniture factories, salt works, and boiler and machine works. It is the principal summer resort on the east shore of Lake Huron. It is a harbour of refuge and possesses facilities for both imports and exports, either by water or rail; principal imports are coal, wood, lumber, fence posts, ties and fish; principal exports are salt, furniture, iron bridges, boilers, &c. It is a port of entry and a regular port of call for a line of packet freight steamers running between Lake Huron ports and Sault Ste. Marie. The average draught of vessels entering this harbour is 12 feet. The dredging performed annually provides a minimum draught of 14 feet below L.W.L.

The Penetangore river, which empties into this harbour, is the source of more or less continual trouble as exemplified during the past spring freshet when a large amount of material was brought down in solution and deposited in the harbour, more particularly in the channel between piers, thus increasing the required outlay during the coming season to provide sufficient depth of water to accommodate the traffic.

On May 11, 1909, authority was received to place at work the dredging plant owned by Mr. W. L. Horton, of Goderich, providing he agreed to work at the rate of last year's contract (*i.e.*, 35 cents per cubic yard, scow measurement, for all material except rock) if renewed or at such rate as might result if new tenders were called for.

The above plant was ordered to proceed with the work and operations were commenced on May 15, and were continued until June 17, when the grant arranged for this work had become expended. Subsequently, on May 31, authority was received to perform an additional week's dredging on condition that the contractor would await payment until next session; this work was performed, and in all consisted of the widening and deepening of channel at outer entrance to harbour, to depths of 16 and 18 feet below L.W.L.; two cuts to a depth of 14 feet below L.W.L. between piers; one cut along easterly and southerly side of inner harbour to a depth of 14 feet below L.W.L., and one cut along northerly side of inner harbour to a depth of 12 feet below L.W.L. In the performance of this work 11,780 cubic yards of clay, sand and gravel were removed.

KINGSVILLE.

Kingsville is a thriving town situated on the north shore of Lake Erie, in the county of Essex, about 25 miles east of the mouth of the Detroit river, and on the

line of the Pere Marquette railway. An electric railway line also runs through this place, between Windsor and Leamington. Population, about 1,800. It is the centre of a very rich farming country; an important harbour of refuge, and is the principal point from which the steamers, carrying freight and passengers, run regularly to Pelee Island, Sandusky and Windsor; a large fishing trade is carried on at this point; the main traffic over the docks is lumber, fence posts, and general building materials.

On June 14 last, operations were commenced by the government dredge *Ontario* in dredging in inner harbour to a depth of 14 feet below L.W.L., and work was continued until September 4 last when dredge was ordered elsewhere.

The work performed consisted of the dredging of the area adjoining and opposite easterly dock in harbour, of an average length of 500 feet and width of 200 feet, also two cuts on the easterly side of entrance to harbour with an average length of 200 feet.

In the performance of the above work 14,400 cubic yards of sand were removed, and the work done left this harbour with a minimum depth of 14 feet below L.W.L. available for any boats calling at this point, with sufficient turning room in inner harbour.

L'ORIGNAL.

L'Orignal, Prescott county, is on the south shore of the Ottawa river, 54 miles below Ottawa on the Canadian Northern railway. It contains, besides the county buildings, 4 churches, 1 telegraph office, several insurance agencies, grist and saw mills, 3 stores and 3 hotels. Population, 1,000.

The departmental dredge *Challenge* worked here July 17-24, 1909, making a cut 430 feet long, 25 feet wide to a grade depth of 4 feet, parallel to and a short distance west of the wharf.

3,300 cubic yards of clay, scow measure, were removed, but cut remains unfinished as work was discontinued for sake of economy on account of dredge making cut deeper than required owing to her needing so much working depth. In other words making a 4-foot cut below water which is only intended to float saw logs to the Côté & Cie saw mill jack-ladder; work will be resumed at high water stage in 1910.

MIDLAND (TIFFIN).

Midland (Tiffin), Simcoe county, is a town of some 5,000 inhabitants, situated on an arm of the Georgian bay. It is the terminus of the Midland division of the Grand Trunk railway. Large quantities of lumber are shipped from this place, and there is a large smelter in operation.

Including Tiffin, there are three large grain elevators having a total capacity of 4,000,000 bushels, of which the Grand Trunk Pacific railway elevator has 2,000,000 and the others 1,000,000 each.

At the last session of parliament, the sum of $125,000 was appropriated for dredging at Tiffin, and on May 4 last, authority was given to proceed with the work, same to be performed by the Canadian Dredge and Construction Company, at the following prices per cubic yard, scow measurement: boulders, $2.25; other material, 29 cents; bucket measurement, boulders, $1.75; other material, 22 cents.

Work was commenced May 6 and suspended for the season November 16 and consisted in dredging in slip to Grand Trunk Pacific elevator, the outer portion of which is 1,600 feet in length varying in width from 276 feet to 312 feet, also dredging a slip 500 feet in length, immediately in front of the elevator, 80 feet in width, all to a depth of 25 feet.

During the season, the dredges removed some 41,324 cubic yards of rock and 159,024 cubic yards other material.

Total expenditure for fiscal year, 1909-10:—

To be paid Canadian Dredge and Construction Company	$136,526 46
To paid inspection	555 03
	$137,081 49

NAPANEE.

Napanee, Lennox and Addington county, is situated on the Napanee river, some 6 miles from where it empties into the Bay of Quinté. A number of manufactures are located at this place. Population, 3,200.

On September 2 last, authority was given to have the Windsor Dredging Company perform certain dredging on this river at the rate of 14 cents per cubic yard, scow measurement, for which the sum of $3,000 was authorized.

Work was commenced September 9 and completed October 6, and consisted in dredging to a depth of 12 feet below low water at various points in the river where most required; the cuts varying in width from 25 to 75 feet. The upper cut is 1,600 feet in length and 25 feet in width and the lower one is 750 feet in length by 75 feet in width.

The dredge removed some 20,000 cubic yards of other materials.

An old wreck lying in the channel was removed.

Total expenditure for fiscal year 1909-10 is $2,990.25.

NEWCASTLE.

Newcastle, Durham county, is situated on the North shore of Lake Ontario, 47 miles east of Toronto. It contains large woollen mills, a tannery and an implement factory. Population, 700.

The departmental dredge *Sir Richard* was at this place from November 10 to about the 19th and dredged one cut 365 feet long by 25 feet wide and about 3 feet 6 inches in depth and in so doing removed some 3,100 cubic yards of other materials, scow measurement.

NIPIGON RIVER.

Dredging was resumed at the mouth of this river on May 19, and the contract was completed on June 12. The quantity of material removed was 45,638 cubic yards, chiefly sand, and the expenditure, including inspector's salary, is $20,629.30.

The length of the channel dredged is 1,690 feet and the width 200 feet with a depth of 19 feet.

NEW EDINBURGH.

New Edinburgh is a ward of Ottawa city, but while Ottawa proper lies in Carleton, New Edinburgh lies in Russell, the Rideau river being the intersecting line.

The departmental dredge *Nipissing* worked at New Edinburgh, near the mouth of the Rideau river, on the Ottawa (August 2-7, and again October 18-November 16) making six cuts aggregating 2,188 lineal feet by 27 feet wide to a grade depth of 10 feet, and removing 14,880 cubic yards saw-dust and clay, scow measure, to improve 700 feet of wharfage for the Gatineau ferry and W. C. Edwards and Company, Limited.

The spoil was deposited in part to restore the bank of the Ottawa immediately below the mouth of the Gatineau river where a slip occurred last spring.

NEW LISKEARD.

New Liskeard, in the district of Nipissing, is located at the mouth of the Wahbi river on Lake Timiskaming. For years, dredging has been done to maintain navigation at this important point.

The departmental dredge *Queen* worked at New Liskeard, on Lake Timiskaming, June 22-August 28, making a cut of 1,139 lineal feet, 25 feet wide, to flatten the curve in the outer channel, also a cut of 375 lineal feet to improve the outer channel at the entrance; 12,376 cubic yards clay, scow measure, was removed to a grade depth of 11 feet and spoiled in deep water.

The work was delayed somewhat by the poor condition of the fuel supply at this point, and the interference of logging operations at the mouth of the Wahbi river.

NIAGARA.

Niagara-on-the-Lake, Lincoln county, is situated near the mouth of the Niagara river.

The departmental dredge *Quebec* worked from August 2 till September 3 removing some 28,800 cubic yards of other materials, scow measurement, from the shoals that existed in the vicinity of the Bell Buoy some 3 miles out in the lake, northerly, on the course of the regular passenger steamers between Toronto and Niagara.

OTTAWA.

The departmental dredge *Nipissing* worked at the foot of the Rideau locks, on the Ottawa river, July 30-31, removing spiles, stone and ballast along a portion of the Sterling dock, owned by the Canadian Pacific railway and leased to the Ottawa Forwarding Company.

One cut 115 feet long and 20 feet wide was made, and 375 cubic yards stone and gravel were removed. The greatest part of the spoil was cast over into the repaired wharf for filling.

PELEE ISLAND (WEST DOCK).

Pelee Island is situated on the western end of Lake Erie, in latitude 41° 46′ N., longitude 28° 45′ W., about 35 miles southeast from the mouth of the Detroit river, and 16 miles south of the town of Kingsville, Essex county. Population of the island, about 650. The products of the island are grapes, wine, fruit, and farm produce. The soil is particularly rich and fertile. A large number of hogs are raised. Owing to the isolated position of this territory, the docks on this island are of very great importance and service to the inhabitants. A regular line of steamers calls between three and four times a week when weather permits. Deep draught fishing tugs call daily and carry a large amount of fish to the mainland. In addition to the exportation of the above-named products of the island, lumber, shingles, coal, flour, machinery and general merchandise were brought in over this dock. It is a port of entry. Traffic is increasing steadily. Maximum draught 11 feet.

On June 29, 1909, authority was received to expend the sum of $2,800 in bank protection work at northerly end of this island, the work to be performed by the Chatham Dredging and General Contracting Company, of Chatham, Ontario, at the rate of 10 cents per cubic yard, bank measurement, and which amount was subsequently increased by the sums of $1,600 and $500 on August 23 and October 6, 1909, respectively, making a total grant of $4,900. The work performed under the two last grants was at the rate of 6 cents per cubic yard, bank measurement.

The work performed consisted in the construction of 7,566 lineal feet of embankment, with an average height of 9 feet above ground level, width at base about 30 feet, and width across top of embankment 12 feet. Yardage entailed excavating and over-casting of 62,500 cubic yards of loam, sand and clay. Owing to the striking of a bone of rock on the construction of the easterly embankment, which reaches to a level of about 2 feet 6 inches above L.W.L., it was found necessary to have the dredge return and cut through from a point on westerly embankment a distance of 1,500 feet to the easterly embankment, in order to avoid the latter. It was found unnecessary to construct any embankment across the 200 feet where rock existed.

The construction of this embankment has proved of immense advantage in providing protection to the lands lying in rear, and which were, before construction of this work, suffering from the heavy seas which break upon the shoreline of this island.

Total expenditure during the fiscal year 1909-10 is $10,285.66.

PICKERING.

Pickering, formerly known as Frenchman's Bay, Ontario county, is situated on the north shore of Lake Ontario, 21 miles east of Toronto.

The departmental dredge *Sir Richard* worked from July 12 till September 8 removing from the entrance, between the piers, and alongside the landing pier in the harbour some 23,800 cubic yards of other materials, scow measurement.

POINT EDWARD.

Point Edward is situated at the head of, and on the easterly side of the St. Clair river, in the county of Lambton, adjoining the town of Sarnia, and is 61 miles west of London. It is the terminus of the Grand Trunk railway. It is a port of entry and is the principal port of call for the five steamers of the Northern Navigation Company, which load and unload at the spacious Grand Trunk Railway Company's freight sheds. An extensive unloading plant is in use at this place, in connection with the unloading of iron ore for the Hamilton Iron and Steel Works. The amount of ore brought from the upper lake ports during the season of 1909 was approximately 300,000 tons. The large Grand Trunk elevator handled during the season of 1909 approximately two and a half million bushels of grain. An enormous amount of package freight is handled by the Northern Navigation Company, also a large amount of timber and coal were brought in during past season. The annual revenue has reached as high as $200,000.

Nearly all vessels entering this port have a draught of from 17 to 21 feet.

On June 1, 1909, authority was received to commence dredging, contract for same having been re-let to the Manley Company, of Toronto, at the rate of 18 cents per cubic yard, scow measurement, for all materials other than rock, and $1 per cubic yard, scow measurement, for rock. The expenditure was limited to $15,000.

Operations were commenced on June 3 and continued until August 11, 1909, when work was completed.

The work performed consisted of the dredging to a depth of 22 feet below L.W.L. on different locations opposite the docks and along a frontage of 3,700 feet, also opposite the area lying between the Cleveland-Sarnia dock and the Sarnia Lumber Company's dock, to a depth of 16 feet below L.W.L. The completion of this work left a minimum depth of 21 feet below L.W.L. along the entire frontage of these docks with a greater depth on an average prevailing, and which work included the removal of the middle ground between the Point Edward docks and the deep water channel on westerly side of river. The removal of this middle ground has been practically in progress for four years, and it is anticipated that the work performed during that period will eliminate, to a very great extent, the difficulty experienced in past years, through the rapid and regular accretions forming along the frontage of these docks.

In the performance of the above work, 82,234 cubic yards, scow measurement, of sand and gravel were excavated at a total cost, during the fiscal year 1909-10, of $14,998.52.

PORT HOPE.

Port Hope, Durham county, is situated on the north shore of Lake Ontario, 63 miles east of Toronto, on the Grand Trunk railway. The chief trade is in lumber and grain. It has a number of important industries. Population, 5,000.

On June 2 last, authority was given to expend the sum of $6,160 in dredging, the work to be performed by Mr. W. E. Phin at the following prices per cubic yard, scow measurement: rock, $2.40; other materials, 22 cents.

Work was commenced June 5 and completed June 26.

The work consisted in dredging at the entrance to the piers to a depth of 12 feet and a width of 125 feet and a length of 175 feet, also two shoal spots, one about 50 by 50 feet and the other about 170 feet and an average width of 25 feet, all to a depth of 12 feet.

In doing this work some 26,716 cubic yards of other materials were removed.

On June 15 last, authority was given to expend the sum of $3,400 in repairs to the piers by day labour.

Work was commenced September 7 and carried on till December 21 and then from March 15 to 31.

The work consisted in the placing of large stone along the east side of the east pier for a length of 395 feet and a width of 13 feet, also along the lake shore for a distance of 50 by 12 feet in width, and the renewal of 175 feet of the decayed portion of the east pier on the east side of the harbour in concrete, and renewing the decking, where necessary.

In doing this work some 12,831 f.b.m. pine, 8,000 f.b.m. hemlock, 200 lbs. iron, 53⅓ cubic yards of concrete blocks complete, 80 cubic yards stone and 575¾ tons stone were used.

Total expenditure for fiscal year 1909-10 is $9,340.95.

PORT STANLEY.

Between October 4 and 8 last, the government dredge *Ontario* was employed in dredging at entrance to the car ferry slip also in inner harbour, and from October 14 until November 30, 1909, the government dredge *Industry* was employed in excavating in inner harbour, to a depth of 19 feet below L.W.L., the widening and deepening of outer entrance to harbour of an area approximately 925 feet long and 115 feet wide, to a depth of 21 feet below L.W.L., as also in the removal of 150 feet of outer end of westerly pier. The stone removed from this latter work was utilized as rip-rap along the outer face of breakwater, and where erosion was found to have occurred. On March 23, 1910, the government dredge *Industry* resumed operations at northerly end of inner harbour, dredging to a depth of 16 feet below L.W.L. and was still at work at the end of the fiscal year. A small portion of the material excavated was dumped along inner and outer faces of breakwater for protection to same; 82,236 cubic yards of clay and sand were removed.

RESTOULE BAY.

Restoule Bay, Parry Sound district, on the south side of the French river, which latter is southwest of North Bay, across Lake Nipissing. Important lumbering operations are carried on at this point.

The departmental dredge *Mattawa* worked in Restoule Bay, French river, October 11 to November 16, making two cuts 229 lineal feet and 389 lineal feet by 30 feet wide at the entrance and inside the bay, respectively.

6,600 cubic yards boulders, gravel and rock deposit, scow measure, were removed to a grade depth of 10 feet, and cast over or spoiled in the adjacent deep water. This work was performed to facilitate the scowing of supplies, &c., on heavy lumbering operations. Owing to the low stage of Lake Nipissing waters, it was necessary, in operating the dredge, to dig two feet more than required by the traffic.

RONDEAU.

Rondeau, Kent county, is an important harbour of refuge and port of entry, situated on Pointe Aux Pins, about 19 miles south of the city of Chatham and 45

miles west of Port Stanley. It is a favourite summer resort and the terminus of the Sarnia and Rondeau branch of the Pere Marquette railway. Population, about 100.

In the inner harbour and at westerly side along coal dock, a modern and extensive coal handling plant is used by the Lake Erie Coal Company for unloading coal from their boat which runs regularly between this point and Conneaut, Ohio. During the past season, 165,000 tons of coal were brought in by this company, and on the greater portion of which a duty of 53 cents per ton is collected.

It is a port of call during the summer season for the passenger steamer running to Cleveland. Fishing tugs work from this point.

On June 1, 1909, authority was received to proceed with dredging at this point, expenditure to be limited to the sum of $5,940 and work to be performed by the Cape Breton Dredging Company, of Toronto, at the price of 33 cents per cubic yard, scow measurement, for all materials except boulders. This grant was supplemented by an additional grant of $5,800 on July 8 last. Active operations commenced on June 3 and ceased on July 28, during which period 35,000 cubic yards of clay, sand and gravel were excavated.

The work performed consisted of the dredging of a channel at outer entrance to piers 150 feet wide with an average length of 400 feet and to a depth of 21 feet below L.W.L., also the partial dredging of a turning basin in inner harbour to a depth of 20 feet below L.W.L.

ROCKLAND.

Rockland is a town of some 2,000 population on the south shore of the Ottawa river, 22 miles below Ottawa. It has connection with the city by Grand Trunk railway, Canadian Northern railway and by boats. The chief industry here is the Edwards saw mills, whose operatives make up the majority of the population.

The departmental dredge *Challenge* worked at Rockland, on the Ottawa river, June 11-July 15, making five cuts 25 feet wide, aggregating 1,110 lineal feet to improve the log slips of the W. C. Edwards & Co., Limited, saw mill.

12,750 cubic yards clay and sawdust, scow measure, were removed to a grade depth of 5 feet and spoiled in deep water close by. This work was slightly delayed by the handling of logs but has proved of great benefit as a relief to the shoal conditions which recently proved embarrassing to the owners of the important industry at this point.

SAULT STE. MARIE.

Sault Ste. Marie, district of Algoma, is situated at the head of St. Mary's river, which connects Lake Superior with Lake Huron. Population, 10,500. It is on the main commercial route from the Great West to the sea-board. The tonnage passing through the 'Soo' canals during 1908 amounted to some 9,594,941 through the Canadian lock and 21,487,499 through the American locks.

At the last session of parliament, the sum of $55,000 was appropriated for dredging, and on April 17 last, authority was given to proceed with the work, which was to be performed by Mr. A. F. Bowman at the following prices per cubic yard, scow measurement: rock, $3.15; boulders, $1.50; other materials, 57 cents.

This work commenced April 17 and closed for the season on November 9.

The work consisted in the construction of a channel 200 feet in width extending from the government wharf westerly until it intersects the ship channel to the canal on the Canadian side, also the removal of a number of shoal spots in the approach to the government wharf from the east.

During the season, some 20,252 cubic yards of rock, 1,064 cubic yards boulders and 2,250 cubic yards of other materials were removed.

Total expenditure for fiscal year 1909-10 is:—

Re repairs	$ 163 47
Re dredging	71,505 91
	$71,669 38

STURGEON FALLS.

Sturgeon Falls, a town of 1,400 population, is on the Canadian Pacific railway main line, 24 miles west of North Bay, and lies on the Sturgeon river 5 miles from the mouth where it enters Lake Nipissing. The departmental dredge *Mattawa* worked near Sturgeon Falls improving the outer channel of the mouth of the Sturgeon river in Lake Nipissing, June 21-October 10, making two parallel cuts, 2,031 and 2,774 lineal feet respectively.

53,685 cubic yards sand and clay, scow measure, were removed to a grade depth of 13 feet and spoiled outside the entrance in a direction to prevent silting back from prevailing wind storms. Owing to the exposed location of this channel, much silting, however, takes place, hence the maximum depth of dredging. The channel is now in a fairly good condition.

SYDENHAM AND CHENAL ECARTE RIVERS.

Sydenham river has its outlet in the Chenal Ecartè river, the passage between St. Anne Island and the mainland. From its mouth to Wallaceburg is a large navigable stream; above this point it divides into two branches, north to Wilkesport 14 miles and east to Dresden 15 miles.

Chenal Ecartè takes its rise in the River St. Clair and flows in a tortuous route in a southeasterly direction to within a short distance of Wallaceburg where it joins the Sydenham river, then flows in a southerly direction into Lake St. Clair. With the exception of a few locations, the river is sufficiently wide and deep to permit canal sized boats, with a draught of 18 feet, to proceed from St. Clair river to the town of Wallaceburg. During the season of 1908, 193 vessels utilized this route; the number of vessels utilizing it during the past season was slightly in excess of that of 1908, maximum draught of same being 16 feet. It is used particularly for the importation of beets and raw sugar to the beet sugar factory at Wallaceburg, also for coal, wood, building materials, &c. The imports are rapidly increasing and figure as an important item in the large customs revenue collected at Wallaceburg.

By the improvement of the Chenal Ecartè river between Wallaceburg and the St. Clair river it is anticipated that not only the quantity of material imported will be largely increased but that a trade direct with the west, over this route, will be established.

On September 16, 1909, authority was received to expend an amount of $2,500 in the improvement of the Sydenham river, dredging to be performed by the Manley Company, of Toronto, at the rate of 23 cents per cubic yard, scow measurement.

Work was performed between September 30 and October 7, 1909, and consisted in the removal of a small knoll close to the town of Wallaceburg, the widening of channel of river for a length of 550 feet in the vicinity of the junction of the Sydenham and Chenal Ecartè rivers, to a depth of 19 feet below ordinary water level; the removal of a portion of the point of land on the northern side of the Chenal Ecartè river at Johnson's bend, and which point makes a dangerous bend for vessels of any size to swing around.

Departmental arrangements have been made for the purchase of 200 feet of that portion of point on northerly side of river, at Johnson's bend, required for improvements at that point. The intention is to have this and other work required in this river, completed during the coming season by the government dredge *Ontario*.

In the performance of the above work, some 6,780 cubic yards of clay were excavated, and in addition a number of sunken logs were removed .

Between November 8 and 27, 1909, the government dredge *Ontario* was employed on the widening of a channel in this river, and during that time two cuts of an average length of 170 feet each to a depth of 19 feet below L.W.L. were made on the north side of the Chenal Ecarté river, approximately 3½ miles west of the town of Wallaceburg, removing 8,600 cubic yards, scow measurement, of clay and sand.

Total expenditure during fiscal year 1909-10 is $1,631.56.

TELEGRAPH ISLAND.

Telegraph Island is situated in the Bay of Quinté, about 13½ miles east of Belleville. It is a small rocky island on which a lighthouse is located. The channel is immediately to the north of the lighthouse, and is comparatively narrow, with a rocky bottom.

At the last session of parliament, the sum of $15,000 was appropriated for dredging, and on June 1 last, instructions were given to have the work performed by R. Weddell at the following prices per cubic yard, scow measurement: boulders, $3; other materials, 95 cents; bucket measurement, boulders, $2.50; other materials, 65 cents.

Work was begun on June 9 and closed for the season September 24, and consisted in the excavation of a cut 1,100 feet in length by 100 feet in width at the bottom, and to a depth of 15 feet below zero of gauge or extreme low water. Of this work, the entire area has been drilled, and one cut 28 feet in width has been dredged the entire length, and a second cut for about two-thirds of the length.

A further sum of $2,788 was authorized on September 18 last in order that one cut might be completed for the entire length.

In doing this work, some 5,798 cubic yards of rock were removed.

Total expenditure for fiscal year 1909-10 is $17,678.80.

VICTORIA HARBOUR.

Victoria Harbour, Simcoe county, is situated on an inlet of the Georgian bay, at the eastern end thereof, and is a well sheltered harbour easily approached from the open lake. Population, 1,500. There are extensive saw mills at this place, and it is to be the principal terminal of the Canadian Pacific railway, which has constructed a 2,000,000 bushel grain elevator and is constructing large concrete wharfs.

At the last session of parliament, the sum of $150,000 was appropriated for the continuation of the dredging, and on May 4 last, authority was given to have the Canadian Dredge and Construction Company proceed with the work at the following prices per cubic yard, scow measurement: boulders, $2.25; other materials, 12½ cents; bucket measurement, boulders, $1.75; other materials, 11 cents.

Work was commenced May 6 and carried on until December 6, and consists in the construction of a slip, which when completed will be 600 feet in width by about 5,500 feet in length and 25 feet in depth.

During the season, the dredges removed 30,592 cubic yards of rock and 882,264 cubic yards of other materials.

Total expenditure for fiscal year 1909-10 is $180,979.26.

WALLACEBURG.

Wallaceburg, Kent county, is a prosperous town situated on the Sydenham river and on the line of the Pere Marquette railway distant by rail 24 miles from the city of Chatham and 31 miles from the town of Sarnia. Population, about 3,000. It is a port of entry. It possesses several large and successful industries, such as a beet sugar factory, glass factory, &c., and the revenue collected on raw sugar brought to the beet sugar factory last season approximately amounted to $275,000.

On July 6, 1909, authority was received to dredge approximately 10,000 cubic yards of material in providing a turning basin in the Sydenham river opposite the Wallaceburg Sugar Company's factory, work to be performed by the Manley Company, of Toronto, at the rate of 23 cents per cubic yard, scow measurement.

Work was performed between August 16 and 27, 1909, and consisted of the providing of a turning basin, approximately 240 feet long, 130 feet wide, with a depth of 19 feet below L.W.L., also the dredging out of a slip, 70 feet wide and to the same depth as the outer turning basin. 14,172 cubic yards of clay were removed at a total expenditure during the fiscal year, 1909-10, of $3,293.60.

WAUBAUSHENE.

Waubaushene, Fesserton and Coldwater, Simcoe county, with respectively, 1,500, 1,000 and 1,500 inhabitants, are situated on Matchedash bay, an arm of the Georgian bay, at the southerly end thereof.

On June 1 last, authority was given to expend the sum of $19,000 in dredging, the work to be performed by the Penetanguishene Dredging Company at the following prices per cubic yard, scow measurement: rock, $3.50; other materials, 15 cents; bucket measure, rock, $3.75; other materials, 14 cents. Out of the amount mentioned above, $13,000 was for work between Fesserton and Coldwater, and $6,000 was for the removal of rock near Waubaushene.

The work between Fesserton and Coldwater was commenced June 10 and closed for the season November 13, and consisted in the excavation of a cut 4,400 feet in length by 30 feet in width and 10 feet deep.

The rock excavation was not commenced at Waubaushene owing to inability, claimed by the contractors, of securing a necessary drill and plant.

During the season, some 92,205 cubic yards other materials were removed.

Total expenditure for fiscal year 1909-10 is $14,766.43.

WINGFIELD BASIN.

Wingfield Basin, Bruce county, is situated on the northeast end of the Bruce peninsula, on the west side of Georgian bay, a short distance northwest of Cabot's Head, about 41 miles north of Wiarton and 18 miles from Tobermory. It is within 1½ miles of the course of all vessels sailing from ports on Lakes Superior and Huron. The basin itself is nearly circular and is a natural, well sheltered harbour about 1¼ miles in diameter having a depth of from 12 to 22 feet over mud and rock except at the southeast end where it is shoal for a distance of 500 or 600 feet out from shore. The basin lies between Boulder and Middle Bluffs, these being two of the cliffs forming what is known as Cabot's Head.

On June 2 last, authority was given to expend the sum of $15,000 in dredging, the work to be performed by the C. S. Boone Company at the following prices per cubic yard, scow measurement: rock, $3; other materials, 78 cents; bucket measurement, rock, $3; other materials, 70 cents.

Work was commenced June 7 and closed for the season July 8 and consisted in removing portions of rock that were drilled and blasted the previous year along the centre of the channel to give a uniform width of 100 feet when completed and a depth of 16 feet below ordinary water level.

In doing this work some 4,904 cubic yards of rock were removed.

Total expenditure for fiscal year 1909-10 is $14,814.15.

Annual Report from April 1, 1909, to March 31, 1910.

DREDGE 'CHALLENGE.' OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was performed.	Date. From	Date. To	Depth of Water made below zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Rockland, Russell Co.	June 11.	July 15.	4-5 feet.	12,750		
L'Orignal, Prescott Co.	July 16.	July 24.	4-6 "	3,300		
Grenville, Argenteuil Co.	July 26.	Aug. 23.	8 "	7,885		
Vaudreuil, Vaudreuil Co.	Aug. 24. / Sept. 20. / Nov. 14.	Sept. 10. / Oct. 30. / Nov. 20.	10 "	14,100	12,515 34	.31 2/5
Graham, Vaudreuil Co.	Sept. 10.	Sept. 18.	4-10 "	1,265		
Caughnawaga, Laprairie Co.	Nov. 1.	Nov. 13.	10 "	600		

Total expenditure, $12,515.34. Total cubic yards removed, 39,900.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages.	1,021 42	440 19	467 65	485 16	499 19	521 33	475 00	832 42	619 68	931 81	6,293 85
Fuel.		6 60	368 78	117 99		933 99		271 18		41 85	1,740 39
Provisions.		147 78	192 76	195 02	189 71	192 66	216 09	262 01			1,396 03
Stores and equipment.	237 27	4 35	152 34	1 14		5 55		26 00	2 75	137 60	570 00
Repairs.	535 08	33 15	597 47	51 69	91 90	129 95	171 16	50 55	4 99	669 08	2,335 02
Pilotage and towage								111 05			111 05
Contingencies.	21 20							9 25	21 40	17 15	69 00
Totals.	1,814 97	632 07	1,779 00	851 00	780 80	1,783 48	862 25	1,562 46	648 82	1,797 49	12,515 34

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

——	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Total.
Hard pan, boulders, clay and sand....	Cub. yds.	Cub. yds.	Cub. yds. 6,800	Cub. yds. 11,010	Cub. yds. 6,225	Cub. yds. 5,765	Cub. yds. 9,400	Cub. yds. 700	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds. 39,900

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

ROCKLAND.—Dredging consisted in making four cuts 500, 410, 160 and 145 feet long, each 25 feet wide, and an average depth of 5 feet. The purpose of the work was the deepening of the approaches to the log slips in front of the saw mill. 12,750 cubic yards of clay were removed.

L'ORIGNAL.—One cut 130 feet long, 25 feet wide and 6 feet deep at low water, was made between the wharf and the pier in front of the saw mill. Clay.

GRENVILLE. Three cuts were made between the wharfs in front of saw mill, leading to the log slip, 700, 645, 270 feet long, each 25 feet wide and 8 feet deep at low water. Sand and clay.

VAUDREUIL.—Ten cuts were made in front and alongside the wharf for the purpose of deepening the channel and approaches to 10 feet at low water, each 980, 955, 70, 115, 105, 100, 75, 70, 15 and 15 feet long and 25 feet wide. 14,100 cubic yards of clay were removed

GRAHAM.—Five cuts were made 20, 90, 85, 70 and 60 feet long, each 25 feet wide, in front and alongside of wharf, for the purpose of deepening the approaches to 10 feet at low water. Hard pan, clay and boulders removed.

CAUGHNAWAGA.—The dredging consisted in making one cut alongside the stone wharf, 45 feet long and 25 feet wide. One other cut was also started in front of the ferry wharf, 45 feet long, 25 feet wide, but could not be finished on account of encountering solid rock, which will have to be blasted. 600 cubic yards of stone, mud and clay were removed.

Annual Report from April 1, 1909, to March 31, 1910.

DREDGE 'DESCHENES.' OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was performed.	Date. From	Date. To	Depth of Water made below zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	$ cts.
Aylmer wharf, Wright Co	Sept. 13	Nov. 20	9 feet.	4,804	6,186 87	1 28 78

Total expenditure, $6,186.87. Total cubic yards removed, 4,804.

DETAILS OF EXPENDITURE.

	April.	May.	June.	July.	August.	September	October.	November	December	January, February, and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages						402 67	964 67	593 67	802 75	884 42	3,648 18
Fuel						126 12	9 95	143 12		40 25	319 44
Provisions								39 00		82 50	121 50
Stores and equipment							71 08		3 35		74 43
Repairs				37 87			82 33	297 72	124 18	810 29	1,352 39
Pilotage and towage						160 00					160 00
Contingencies							263 67	247 26			510 93
Totals				37 87		688 79	1,391 70	1,320 77	930 28	1,817 46	6,186 87

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Total.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay and sand.....	.....	.....	.....	.....	.....	1,400	1,750	1,654	.....	.....	.....	.....	4,804

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

AYLMER.—The work consisted in dredging a channel, starting from the wharf and leading out to the main channel in the lake. Some dredging was also done alongside the wharf, deepening for the purpose of building a proposed wharf. 4,804 cubic yards of sand and clay were removed.

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'INDUSTRY.' OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was performed.	Date. From.	Date. To.	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Toronto Harbour, York Co	June 7	June 26	15 feet—19 feet	14,750	29,190 96	14·97
Port Burwell, Elgin Co	July 26	October 6	20 "	105,255		
Port Stanley, East Essex Co	Oct. 11	December 11	20 "	74,937		
	March 23	March 31				

Total expenditure, $29,190.96. Total cubic yards removed, 194,942.

DETAILS OF EXPENDITURE.

——	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	551 66	686 19	782 50	1,137 34	1,120 32	1,191 08	1,143 06	1,172 49	941 99	1,533 97	10,260 60
Fuel			569 94		503 26	163 09	629 29	827 72	170 42	436 39	3,300 11
Provisions	203 68	242 07	251 59	383 45	379 67	390 31	424 05	165 00	303 64	101 89	2,845 35
Stores and equipment	397 47	130 15	68 73	158 73	40 40	202 70	606 70	13 08	6 23	914 21	2,538 40
Repairs	1,193 94	1,739 80	112 00	930 34	1,402 94	194 45	147 64	26 63	93 16	2,541 63	8,382 53
Pilotage and towage				15 00	650 00	257 50	135 75				1,058 25
Contingencies	121 45	17 43			224 53		1 40	0 67	339 62	100 62	805 72
Totals	2,468 20	2,815 64	1,784 76	2,624 86	4,321 12	2,399 13	3,087 89	2,205 59	1,855 06	5,628 71	29,190 96

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

——	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Total.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay, tones, sand and mud.			14,750	4,355	47,725	37,367	42,620	27,531	8,580			12,014	194,942

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

Toronto Harbour.—One cut was made on west side of Canadian Yacht Club Island, 300 feet long, 65 feet wide at bottom and an average depth of 15 feet at low water. One cut 225 feet long and 25 feet wide had to be made for the purpose of floating scows. 14,750 cubic yards of sand were removed.

Port Burwell.—Three cuts were made through bar outside of piers 575, 1,050 and 955 feet long each, 65 feet wide and 20 feet deep at low water. One cut was made on each side of harbour and north of car ferry slip dock, 350 feet long, 65 feet wide and 20 feet deep at low water. One cut on west side of harbour opposite slip dock, 200 feet long, 65 feet wide and 20 feet deep at low water. Seven cuts were made in turning basin 375, 450, 450, 300, 250, 200 and 40 feet long each, 65 feet wide and 20 feet deep at low water. Part of these seven cuts had to be gone over a second time. One other cut was made through a shoal alongside of each pier, south of the car ferry slip, 200 feet long, 65 feet wide and 20 feet deep at low water. Mud, sand and clay were removed.

Port Stanley.—Four cuts were made in turning basin 540, 540, 490 and 190 feet long, each 40 feet wide and 19 feet deep at low water. Two cuts outside of piers, first of these cuts 850 feet long, 60 feet wide and 20 feet deep at low water, starting 200 feet south of end of east pier. Second cut west of this, starting 100 feet in harbours, 100 feet north of end of east pier 750 feet long, 40 feet wide and 20 feet deep at low water. One cut 190 feet long, 30 feet wide and 20 feet deep at low water, commencing 100 feet north of end of east pier. One hundred and fifty feet were removed off end of west pier, one cut on each side after removing this pier, 170 feet long, 30 feet wide on east side, cut on west side 40 feet wide and one small cut between these, 40 feet long. The stone removed from this pier being put on west side of breakwater and piled against breakwater with the dredge. One cut in front of east side Fish Co's. wharf, 100 feet long, 30 feet wide and 13 feet deep at low water. One other cut at Going Fish wharf, 100 feet long, 30 feet wide and 14 feet deep at low water, was made. On March 23, 1910, this dredge resumed operations at northerly end of inner harbour, dredging to a depth of 16 feet below low water and was still at work at the end of the fiscal year. A small portion of the material excavated was dumped along inner and outer faces of breakwater for protection to same. 74,937 cubic yards of clay, sand and stones were removed.

Annual Report from April 1, 1909, to March 31, 1910—*Continued*

DREDGE 'INTERNATIONAL.' OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was performed.	Date. From.	Date. To.	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
						Cts.
Quebec Harbour, Quebec Co	May 10	June 19	46 feet	24,750		
St. Charles River, b. water, Quebec Co	June 21	Nov. 20	46 feet	120,500	31,412 48	21·68

Total expenditure, $31,412.48. Total cubic yards removed 145,250.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	515 00	615 53	598 67	780 45	927 38	950 00	639 35	682 84	472 94	1,088 07	7,270 23
Fuel								2,683 77	2,909 85		5,593 62
Provisions	180 28	204 69	201 82	303 03	382 52	400 23	221 62	230 00	115 20	337 75	2,580 14
Stores and equipment	110 70		120 66	791 19		359 88	614 20			42 05	2,038 68
Repairs	47 07		3,020 95	1,882 63	632 93	385 06	40 60		161 85	1,414 20	7,585 29
Pilotage and towage		500 00	750 00						200 00	4,190 00	5,640 00
Contingencies				5 27	2 50		100 00		380 65	216 10	704 52
Totals	853 05	1,320 22	4,695 10	3,762 57	1,945 33	2,095 17	1,615 77	3,596 61	4,240 49	7,288 17	31,412 48

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Total.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Boulders and sand		11,250	21,250	24,750	23,750	19,000	28,750	16,500					145,250

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

Quebec.—The work consisted in dredging in the new basin at St. Charles River, making a depth of 46 feet at low water for new wharf. 145,250 cubic yards of sand and boulders were removed.

DREDGE 'LAC ST. JEAN.' OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	$ cts.
Roberval, Chicoutimi Co.	July 12	August 31	7 feet.	6,930	5,011 45	53 37
St. Henri de Taillon (Rivière à la Pipe)	September 1	September 23	7 feet.	2,460		

Total expenditure, $5,011.45. Total cubic yards removed, 9,390. Cost per cubic yard, 53.37.

DETAILS OF EXPENDITURE.

	April.	May.	June.	July.	August.	September	October.	November	December.	January February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	178 84	493 00	455 00	144 75	454 00	446 50	84 00	20 00	20 00	60 00	2,656 09
Fuel	520 55			742 95							1,263 50
Provisions		74 80	132 00	132 00	231 00	165 00	22 00				756 80
Stores and Equipment	6 52					6 74					13 26
Repairs	101 00	88 13	43 19	3 15		24 15	1 00				260 62
Pilotage and Towage							25 00				25 00
Contingencies		5 04		11 14						20 00	36 18
Totals	806 91	660 97	630 19	1,333 99	685 00	642 39	132 00	20 00	20 00	80 00	5,011 45

QUANTITIES AND DESCRIPTION OF MATERIALS DREDGED.

	April.	May.	June.	July.	August.	September	October.	November	December.	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Boulders, clay and sand				1,710	5,220	2,460							9,390

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

The work consisted in dredging in the entrance and in the harbour of Roberval, also at Rivière à la Pipe.

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'MATTAWA'. OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	$ cts.
Sturgeon River, Nipissing District (Lake Nipissing)	June 17	October 10	12–13 feet	53,685	10,568 31	17 52
Restoule Bay, Parry Sound District	October 11	November 13	10 feet	6,600		

Total expenditure, $10,568.31. Total cubic yards removed, 60,285. Cost per cubic yard, 17.52.

DETAILS OF EXPENDITURE.

——	April.	May.	June.	July.	August.	September	October.	November	December.	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	443 13	387 98	416 75	451 53	795 72	440 67	746 01	422 50	125 00	486 70	4,715 99
Fuel	308 40		290 00	186 47	360 18	630 94		160 71		20 00	1,956 70
Provisions	116 50	128 81	151 00	167 99	165 58	161 50	161 70	147 00	15 00	15 00	1,230 08
Stores and Equipment	233 61	92 57	78 10	4 58	32 90	8 95	5 55	25 25	6 15	119 71	607 37
Repairs	227 13	31 53	2 40	69 14	52 04	59 98	28 73	42 80		575 21	1,091 96
Pilotage and Towage										679 77	679 77
Contingencies	22 57	7 00	4 93	18 75	18 10	11 58	24 00	81 10		98 41	286 44
Totals	1,351 34	650 89	943 18	898 46	1,424 52	1,313 62	965 99	879 36	146 15	1,994 80	10,568 31

QUANTITIES AND DESCRIPTION OF MATERIALS DREDGED.

——	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds	Cub. yds.	Cub. yds.
Boulders, gravel, clay and sand.....	... .	. . ..	5,100	14,900	15,289	14,730	6,375	3,900	60	... .. .	.....	.....	60,285

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

LAKE NIPISSING (mouth of Sturgeon River)—Dredging consisted in making two cuts, 2,775 and 2,037 feet long each, 25 feet wide and from 12 to 13 feet deep at low water in the main channel at the entrance to this river, removing sand and clay.

RESTOULE BAY—One cut was made starting in front of Smith's second storehouse, 389 feet long. One other cut was made removing a shoal in channel opposite Smith's first storehouse 229 feet long. Both these cuts were made 25 feet wide and to a depth of 10 feet 6 inches at low water. Rock, boulders and gravel were removed.

ANNUAL REPORT from April 1, 1909 to March 31, 1910—*Continued.*

DREDGE 'NIPISSING'. OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was Performed.	Date. From.	Date. To.	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	cts.
Black Rapids	June 1	July 2	10 feet.	6,525		
Hogs Back, Carleton Co.	July 8	July 24	10 "	10,790		
Sterling Dock, Ottawa, Carleton Co.	July 30	July 31	10 "	375		
New Edinburgh, Carleton Co.	Aug. 3	Aug. 9	10 "		16,745 24	26·68
" "	Oct. 22	Nov. 16	10 "	18,745		
Hawkesbury, Prescott Co.	Aug. 12	Oct. 16	10 "	24,965		
Hull, Ottawa Co.	Nov. 17	Nov. 25	10 "	1,350		

Total expenditure $16,745.24. Total cubic yards removed 62,750.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	969 44	411 29	541 15	508 71	1,215 48	490 00	1,782 43	787 90	1,399 71	3,511 12	11,617 23
Fuel	6 60	.....	.....	.....	430 63	538 84	162 91	.....	20 00	.....	1,158 98
Provisions	.....	148 65	148 74	152 85	249 16	190 69	199 62	175 31	20 54	.....	1,285 56
Stores and equipment	139 76	7 50	10 32	8 64	3 17	.....	10 80	.....	.....	132 60	312 79
Repairs	449 17	11 05	11 40	49 46	55 18	109 84	101 21	456 17	.....	924 05	2,167 53
Lotage and towage	.....	.....	25 00	.....	30 00	30 00	75 00	.....	.....	.....	160 00
Contingencies	12 85	.....	.....	.....	5 00	.....	.....	.....	13 00	12 30	43 15
Totals	1,577 82	578 49	736 61	719 66	1,988 62	1,359 37	2,331 97	1,419 38	1,453 25	4,580 07	16,745 24

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Boulders, gravel, clay and sand.. ...	....	.....	6,150	11,540	10,890	11,555	11,985	10,630	.....	.....	....	..... .	62,750

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

Black Rapids.—One cut was made below the locks in the main channel 372 feet long, 30 feet wide and 10 feet deep at low water. This material was dumped behind the dam above the locks, 6,525 cubic yards of clay were removed.

Hogs Back, Rideau Canal.—One cut was made in the main channel, 417 feet long, 30 feet wide and 10 feet deep at low water. Material dredged was used to fill in behind step logs of the dam. 10,790 cubic yards of clay were removed.

Sterling Dock, Ottawa River.—The dredging consisted in making one cut in front of the wharf 150 feet long, 30 feet wide and an average of 9 feet at low water. Removing 375 cubic yards of clay.

New Edinburgh.—Six cuts were made in front of the ferry slip, 313, 326, 417, 497 and 529 feet long each, 27 feet wide and 10 feet deep at low water. Kind of material gravel, sawdust, clay and slabs.

Hawkesbury.—Dredging consisted in making one cut from outside end of main channel into pier No. 5, 3,405 feet long, 27 feet wide and 10 feet deep at low water. One cut from pier No. 2 to outside end of channel 782 feet long, 27 feet wide and 10 feet at low water, also short cut 261 feet long, 27 feet wide and 10 feet deep at low water. This cut was made to straighten the channel, also one cut 131 feet long, 27 feet wide and 9 feet deep at low water in front of Hawkesbury Lumber Co's wharf. One cut 135 feet long, 27 feet wide and 10 feet deep at low water was made between islands on proposed new channel into Town of Hawkesbury. Clay, gravel and boulders were removed.

Hull.—One cut was made 318 feet long, 27 feet wide and 8 feet deep at low water for the purpose of laying new sewer pipes. One other cut 46 feet long, 27 feet wide was made to deepen the channel to 19 feet at low water at foot of jack ladder into mill. 1,350 cubic yards of slabs and sawdust were removed.

ANNUAL REPORT from April 1, 1909 to March 31, 1910—*Continued.*

DREDGE 'NO. 2'. OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was Performed.	Date. From.	Date. To.	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	cts.
Lièvre River, Labelle Co	June 30	Nov. 13	9–10 feet.	14,007	8,058 59	57·53

Total expenditure $8,058.59. Total cubic yards removed 14,007.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	424 00	445 00	527 49	405 00	437 00	435 00	710 00	418 00	125 00	273 99	4,200 48
Fuel	516 25	.....	.....	.....	.....	.....	.....	160 74	.....	.....	676 99
Provisions	147 50	157 50	178 35	153 00	163 00	168 00	168 00	159 50	.....	54 00	1,348 85
Stores and equipment	247 56	.....	46 30	.....	.....	.....	.....	.....	23 65	192 95	510 46
Repairs	.....	.....	30 50	.....	.....	.....	.....	558 22	35 13	600 86	1,224 71
Contingencies	1 46	11 02	37 64	.....	.....	.....	.....	.....	.....	46 98	97 10
Totals	1,336 77	613 52	820 28	558 00	600 00	603 00	878 00	1,296 46	183 78	1,168 78	8,058 59

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

——	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Gravel, clay and stones	.....	.....	265	2,985	3,338	3,364	3,221	834	.....	.....	.....	.....	14,007

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

Lievre River.- One cut was made 85 feet long, 25 feet wide and 10 feet deep at low water, on an approach to the wharf above the locks at Poupore. Seven other cuts were made above the locks, 313, 50, 135, 135, 135, 150 and 160 feet long, 25 feet wide and 10 feet deep at low water. All these cuts were made for the purpose of deepening the channel, removing shoals and materials which had fallen in channel. One cut was made at the wharf seat at Notre Dame de La Salette, 60 feet long, 25 feet wide and 6 feet deep at low water. One other cut was made below this wharf in the main channel 700 feet long, 25 feet wide and 10 feet deep. Clay, gravel, stone and stumps were removed.

ANNUAL REPORT from April 1, 1909 to March 31, 1910—*Continued.*

DREDGE 'NO. 3.' OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Papineauville, Labelle Co	September 8	September 18	7 feet.	600	4,370 20	.31·50
Pierreville, Yamaska Co	October 4	November 20	9½ "	13,270		

Total expenditure, $4,370.20. Total cubic yards removed, 13,870.

DETAILS OF EXPENDITURE.

—	April.	May.	June	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages						425 18	596 94	430 00	71 01	617 02	2,140 45
Fuel					109 61	127 82	149 00	3 50	7 00	306 13	703 09
Provisions						137 07	186 70	137 24	20 56	..	481 57
Stores and equipment								1 45		118 48	119 93
Repairs								38 52	10 57	469 27	518 36
Contingencies						15 00		326 75	34 60	30 45	406 80
Totals					109 61	705 37	932 61	937 46	113 74	1,541 35	4,370 20

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay and sand.	... .	.. ....	.....	. ...	... .	600	5,188	8,082	....	.....	.....	.....	13,870

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

PAPINEAUVILLE.—Two cuts were made in front of the log slip, 210 feet long each, 30 feet wide and an average of 9½ feet deep at low water. Six hundred cubic yards of clay were removed.

PIERREVILLE.—Dredging consisted in making two cuts in the main channel near Landry island, 750 and 900 feet long each, 25 feet wide and 7 feet deep at low water. Kind of material, sand and clay.

ANNUAL REPORT from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'ONTARIO.' OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was Performed.	Date		Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
	From	To				
					$ cts.	Cts.
Pelee Island, Essex Co	April 19	May 8	9 feet.	9,700	10,647 40	.24·93
Kingsville, Essex Co	May 10	September 25	14 "	19,800		
Port Stanley, East Elgin Co	September 27	October 30	21 "	4,300		
Wallaceburg, Kent Co	November 1	November 30	19 "	8,900		

Total expenditure, $10,647.40. Total cubic yards removed, 42,700,

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	314 00	338 39	430 00	430 90	499 06	738 00	430 00	485 49	251 68	955 75	4,873 27
Fuel	.....	.....	293 54	172 96	.....	62 56	240 54	.....	203 43	.....	973 03
Provisions	86 00	112 84	153 60	153 00	153 00	134 70	153 00	175 75	2 00	10 28	1,133 57
Stores and equipment	79 90	98 10	20 45	.....	5 00	3 30	8 57	13 04	.....	184 64	413 00
Repairs	.....	.....	146 95	120 74	31 16	364 73	93 31	68 00	33 65	1,202 13	2,060 67
Pilotage and towage	.....	.....	.....	.....	.....	393 75	.....	.....	.....	.....	393 75
Contingencies	47 73	51 40	41 70	49 55	4 73	.....	468 75	.....	61 65	71 60	800 11
Totals	527 63	600 73	1,085 64	927 15	692 95	1,697 04	1,394 17	742 28	555 41	2,424 40	10,647 40

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

——	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay and sand.....	7,000	2,700	5,800	700	8,100	5,400	4,100	8,900	.....	.....	.....	.....	42,700

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

PELEE ISLAND.—Dredging consisted in making a cut for the purpose of allowing the dredge to move to deep water, removing 9,700 cubic yards of clay.

KINGSVILLE.—Seven cuts, 500 feet long each, 25 feet wide and 14 feet deep at low water were made, between the east and west pier, alongside the east pier. Two cuts were made, starting from the end of east pier leading out to deep water, 130 and 50 feet long each, 25 feet wide and 14 feet deep at low water. Sand.

PORT STANLEY.—Two cuts were made, one 130 feet long and one 270 feet long, 25 feet wide and 21 feet deep at low water, starting from end of west dock leading to main channel in the lake. Another cut was made inside the harbour alongside west dock when weather was too rough to work outside, 130 feet long, 25 feet wide and 21 feet deep at low water. Kind of material, sand and clay.

WALLACEBURG.—The end of Johnston's bend was removed for the purpose of straightening channel. One cut 230 feet long, 25 feet wide and 19 feet deep at low water. Clay.

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'OTTAWA.' OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Sorel, Richelieu Co	May 17	June 30	20–34 feet.	23,950	19,646 53	34·37
	Oct. 11	Nov. 6				
Rimouski, Rimouski Co	July 26	Sept. 25	15–16 "	33,200		

Total expenditure, $19,646.53. Total cubic yards removed, 57,150.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	531 49	835 65	832 17	872 28	918 06	915 00	874 06	886 50	360 08	685 55	7,710 84
Fuel		22 68						2,661 10	2,909 84		5,593 62
Provisions	187 50	331 93	334 85	277 83	349 88	218 45	336 84	337 84	121 31	142 36	2,638 79
Stores and equipment	18 81	17 00		2 45							38 26
Repairs	77 63	185 00		160 60	304 75	293 34	898 52		131 35	651 12	2,702 31
Pilotage and towage							775 00		10 00		785 00
Contingencies	6 95								163 91	6 85	177 71
Totals	822·38	1,392 26	1,167 02	1,313 16	1,572 69	1,426 79	2,884 42	3,885 44	3,696 49	1,485 88	19,646 53

QUANTITIES AND DESCRIPTION OF MATERIALS DREDGED.

	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. Yds.	Cub. Yds.	Cub. Yds.	Cub. Yds.	Cub. Yds.	Cub. Yds.	Cub. Yds.	Cub. Yds.	Cub. Yds.	Cub. Yds.	Cub. Yds.	Cub. Yds.	Cub. Yds.
Clay, stones and sand	.....	1,350	6,450	1,600	22,500	10,200	11,000	5,150	.....	.....	.....	.....	57,150

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

Sorel.—The work consisted in deepening the approach from the main channel to the new wharf, making an average depth of 30 feet at low water, moving sand, stone and mud.

Rimouski.—The main channel was deepened to a depth of 16 feet at low water, starting near the wharf and continuing out to deep water. 33,200 cubic yards of mud and clay were removed.

Annual Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'PROGRESS.' OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Levis, Levis Co	May 10	May 15	15 feet.	2,400	22,999 95	20·67
Quebec (Louise Basin), Quebec Co	" 17	June 5		16,650		
St. Michel de Bellechasse, Bellechasse Co	June 7	Sept. 25	10 "	51,700		
St. Jean des Chaillons, Lotbinière Co	Oct. 4	Nov. 6	15 "	28,900		
Quebec, Quebec Co	Nov. 8	" 20	20 "	11,600		

Total expenditure, $22,999.95. Total cubic yards removed, 111,250.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	577 33	601 40	595 00	595 00	584 62	625 00	618 22	853 60	392 76	915 91	6,358 84
Fuel	.....	251 44	.....	.....	277 16	277 16	.....	1,878 01	2,909 85	8 00	5,601 62
Provisions	177 50	213 60	230 10	230 27	263 77	252 09	248 04	.....	103 69	196 47	1,915 53
Stores and equipment	3 40	74 81	.....	.....	.....	59 46	18 00	.....	3 55	297 45	456 67
Repairs	2,663 00	1 72	30 00	.....	.....	.....	78 20	.....	1,022 58	15 57	3,811 07
Pilotage and towage	.....	.....	.....	775 00	825 00	800 00	.....	.....	50 60	.....	2,450 00
Contingencies	23 50	400 00	607 50	.....	.....	.....	.....	.....	1,335 00	40 22	2,406 22
Totals	3,444 73	1,542 97	1,462 60	1,600 27	1,950 55	2,013 71	962 46	2,731 61	5,817 43	1,473 62	22,999 95

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
Boulders, clay and sand	Cub. Yds.	Cub. Yds. 14,250	Cub. Yds. 11,700	Cub. Yds. 15,400	Cub. Yds. 16,100	Cub. Yds. 13,300	Cub. Yds. 22,800	Cub. Yds. 17,700	Cub. Yds.	Cub. Yds.	Cub. Yds.	Cub. Yds.	Cub. Yds. 111,250

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

Levis.—Moving of obstructions in front of wharf. 2,400 cubic yards of sand were removed.

Quebec.—Removing obstructions in front and alongside different wharfs. Kind of material removed, sand and boulders.

St. Michel de Bellechasse.—The main channel was deepened leading to and from wharf, removing 51,700 cubic yards of clay, sand and boulders.

St. Jean des Chaillons.—Dredging consisted in removing a shoal and deepening channel in front of Government wharf. 28,900 cubic yards of sand and rock were removed.

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE, 'QUEEN.' OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
New Liskeard, Nipissing District	July 1	August 28	11 feet	12,245	11,808 78	·71·64
Haileybury " "	August 30	September 4	10 feet	724		
Ville Marie, Pontiac Co.	September 6	September 25	10 feet	2,636		
Timiskaming "	September 27	November 20	7-10 feet	878		

Total expenditure $11,808.78. Total cubic yards removed 16,483.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	418 75	454 75	460 00	490 00	490 00	519 70	751 50	554 44	521 35	1,062 93	5,723 42
Fuel	490 00					170 93	18 00		23 20	158 75	860 88
Provisions	155 00	174 29	177 00	183 00	183 00	183 00	183 00	191 00	196 37	331 25	1,956 91
Stores and equipment	69 29	89 96	41 99		91 73	40 83	40 44	51 15	80 95	452 23	964 57
Repairs		33 75	69 09	151 05	93 07	192 78	74 41	317 08	44 09	922 32	1,897 64
Pilotage and towage							47 50		119 00		166 50
Contingencies	11 01	30 00	1 85	16 17			62 96	5 09	10 00	101 78	238 86
Totals	1,141 05	782 75	752 93	840 22	857 80	1,107 21	1,177 81	1,121 76	994 96	3,029 26	11,808 78

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub yds	Cub. yds.	Cub. yds.	Cub. yds.	Cub yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Boulders, gravel, clay and sand				6,660	6,057	2,888	438	420					16,163
Rock							20						20
Totals				6,660	6,057	2,888	458	420					16,483

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

New Liskeard.—Work consisted in making two cuts in main channel, 650 and 991 feet long, 25 feet wide and 11 feet deep at low water. 12,245 cubic yards of clay were removed

Haileybury.—One cut was made alongside of wharf so as to allow steamers to land at back of wharf, 175 feet long, 25 feet wide and 11 feet deep at low water, removing sand and clay.

Ville Marie.—Two cuts were made in front of wharf 200 feet and 171 feet long, 26 feet wide and 9½ feet deep at low water. Kind of material, clay.

Timiskaming.—A cut 266 feet long, 25 feet wide and 7-10 deep at low water. 878 cubic yards of rock, boulders and gravel were removed. This cut was made in front of the dam.

Annual Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE, 'QUEBEC.' OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Port Burwell, Elgin Co.	April 28	July 17	22 feet	103,020	26,049 29	·10·19
Niagara-on-the-Lake, Lincoln Co.	July 26	September 4	26 feet	30,400		
Hamilton, Wentworth Co.	September 7	October 23	18 feet	94,600		
Brockville, Leeds Co.	November 3	December 4	18-20 feet	29,200		

Total expenditure, $26,049.29. Total cubic yards removed, 257,220.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	503 17	1,413 29	1,100 00	1,288 47	1,200 49	1,113 31	1,212 62	1,125 00	843 50	1,322 50	11,122 85
Fuel	310 75	206 08	207 62	983 75	930 41	265 60	10 50	1,110 49	186 58	411 06	4,622 84
Provisions	168 95	411 24	388 00	400 53	418 29	469 51	421 80	401 72	222 83	218 82	3,461 69
Stores and equipment	437 80	166 11	220 84	353 92	264 42	525 31	.....	53 44	294 13	938 23	3,254 20
Repairs	49 72	17 20	62 09	63 44	307 97	363 30	6 00	379 64	248 81	932 25	2,430 42
Pilotage and towage	340 00	.....	.....	15 00	.....	35 00	.....	10 00	.....	.....	400 00
Contingencies	2 57	17 01	64 94	78 22	287 27	.....	23 13	.....	190 64	93 51	757 29
Totals	1,812 96	2,230 93	2,043 49	3,183 33	3,408 85	2,712 03	1,674 05	3,080 29	1,986 49	3,916 37	26,049 29

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

——	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay, stones and sand	4,242	43,026	38,178	21,774	24,600	50,600	45,600	27,400	1,800	.....	.....	.....	257,220

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

PORT BURWELL.—Eight cuts were made inside of piers, 550 feet long each and 35 feet wide, one cut made 1,000 feet long by 36 feet wide, inside of piers, starting from end of above eight cuts and leading to end of piers. Two other cuts were made, outside of piers starting from end of piers and leading to deep water in the lake, one 700 feet and one 1,075 feet long, 40 feet wide. All the above cuts were made to a depth of 22 feet at low water. Kind of material, silt and clay.

NIAGARA-ON-THE-LAKE.—Work consisted in removing three shoals which interfered with navigation. Shoal No. 1, 500 feet long, 114 feet wide; shoal No. 2, 300 feet long, 76 feet wide; shoal No. 3, 60 feet long, 38 feet wide. A depth of 26 feet at low water was made at these shoals. Shoal No. 1 was completely removed, while shoals Nos. 2 and 3 were only partly removed. 30,400 cubic yards of silt were removed.

HAMILTON.—A channel was dredged about 2,000 feet long by 75 feet wide, starting from end of Harvester Co.'s wharf, and leading to deep water in the lake. One other cut was made in front of wharf 300 by 100 feet wide. Alongside of wharf one cut 500 feet long and 50 feet wide was made to a depth of 18 feet at low water. Clay and sand were removed.

BROCKVILLE.—One cut 850 feet long, 38 feet wide and 30 feet deep at low water, was made in front of water works dock, coal dock, Bowie's wharf and Reynolds' coal dock. The following cuts were made in front and alongside Canadian Pacific Railway yard dock, 325 feet long, 30 feet wide and 18 feet at low water; 125 feet long, 30 feet wide, 20 feet deep at low water; 495 feet long, 30 feet wide and 20 deep at low water; 125 feet long, 30 feet wide and 18 feet deep at low water; 175 feet long, 36 feet wide and 18 feet deep at low water. Some cribs were also removed and a depth of 18 feet at low water was made. An old crib was also removed in front of the C.P.R. ferry dock and the channel dredged to 18 feet deep at low water. Size of crib 125 feet long, 30 feet wide. Size of channel 125 feet long, 30 feet wide. Clay and stones were removed.

ANNUAL REPORT from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'ST. LOUIS,' OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was Performed.	Date. From.	Date. To.	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	$ cts.
Baie la Vallière Yamaska, Yamaska Co.	May 24	July 17	3½ feet	12,744		
Ste. Anne de Sorel, Richelieu Co.	July 19	July 24	3 feet	1,165		
Ile de Grace, Berthier Co.	July 26	July 31	3 feet	885		
Berthierville, "	August 2	October 2	3½ and 9½ feet	13,401	7,580 03	0·20·58
Isle Madame, "	October 5	October 16	3½ feet	2,271		
Isle Dupas "	October 18	November 13	6 feet	5,235		
Sorel, Richelieu Co.	November 15	November 17	10 feet	1,120		

Total expenditure, $7,580.03. Total cubic yards removed 36,822.

DETAILS OF EXPENDITURE.

——	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	330 40	352 33	405 00	405 00	405 00	435 00	280 00	405 00	90 00	92 42	3,200 15
Fuel		285 86	175 75		339 85	254 19	87 31				1,142 96
Provisions	110 14	136 10	170 76	168 00	154 80	161 27	127 89	142 87		17 00	1,188 83
Stores and equipment	144 91	64 98	39 74					9 00	11 55	43 44	313 65
Repairs	2 96	355 62	3 00			110 98	10 08	7 09	156 75	801 55	1,448 03
Contingencies	28 27	1 65				10 00	11 95	20 50	200 00	14 04	286 41
Totals	616 71	1,196 54	794 25	573 00	899 65	971 41	517 23	584 46	458 30	968 45	7,580 03

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

——	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay and sand.....	....	1,480	7,589	5,723	6,281	6,800	5,701	3,245	.. ..	.....	.....	....	36,822

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

YAMASKA, (Baie de la Vallière)—One cut 3,300 feet long 33 feet wide and 3½ feet deep at low water, starting from opposite Ile St. Jean and going through a swamp, was made for the purpose of drying up surrounding lands. 12,744 cubic yards of clay were removed.

STE. ANNE DE SOREL.—One cut 414 feet long, 28 feet wide and 3 feet deep at low water was made from the main channel to the beach in front of Broullord's property. Clay.

ILE DE GRACE.—An approach was made opposite the priest's property. One cut 103 feet long, 28 feet wide and 3 feet deep at low water was made. 883 cubic yards of clay were removed.

BERTHIERVILLE. One cut was made 50 feet long, 30 feet wide and 3½ feet deep at low water at the entrance of Bayonne river. One cut was made on the opposite shore, 453 feet long, 30 feet wide and 3½ feet deep at low water. One cut 5,403 feet long, 33 feet wide and 9½ feet deep at low water was made in the main channel leading to the wharf. 13,401 cubic yards of clay were removed.

ILE MADAME.—One cut 350 feet long 25 feet wide was made. Material removed was dumped on bank for the purpose of elevating the main road. 2,271 cubic yards of clay were removed.

ILE DUPAS.—One cut 975 feet long, 31 feet wide and 6 feet deep at low water was made, starting from main channel leading to the bridge. 5,235 cubic yards of sand were removed.

SOREL.—Dredging consisted in making one cut 251 feet long, 33 feet wide and 10 feet deep at low water, in front of the Government wharf leading to the Lanctot basin. 1,120 cubic yards of sand were removed.

ANNUAL REPORT, from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'SIR RICHARD,' OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was Performed.	Date. From.	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure	Cost per Cubic Yard.
					$ cts.	$ cts.
Kingston, Frontenac Co	June 21	June 24	14-15 feet	1,800	15,160 99	0·23·68
Garden Island, Frontenac Co	May 24	June 20	14 feet	12,300		
	June 25	June 29	14 feet			
Frenchman's Bay, Ontario Co	July 12	September 8	12 feet	23,800		
Bowmanville, Durham Co	September 10	November 10	15 feet	23,700		
Newcastle, "	November 11	November 18	14 feet	2,400		

Total expenditure, $15,160.99. Total cubic yards removed, 64,000.

DETAILS OF EXPENDITURE.

——	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.
Wages	461 33	456 75	370 66	425 00	425 00	425 00	425 00	484 84	308 60	2,772 98	6,555 16
Fuel	.....	279 51	574 25	.....	273 26	269 86	234 05	217 38	43 95	95 33	1,987 59
Provisions	87 65	153 00	139 50	158 10	162 50	153 00	153 00	182 45	35 55	.....	1,224 75
Stores and equipment	136 96	217 87	62 03	.....	27 71	4 06	7 80	5 57	150 34	465 85	1,078 19
Repairs	110 41	9 71	79 76	11 03	15 35	316 01	8 45	5 13	15 06	2,171 59	2,742 50
Pilotage and towage	.....	.....	500 00	.....	.....	.....	.....	.....	.....	.....	500 00
Contingencies	14 05	6 39	1 10	.....	.....	10 75	3 30	1 23	.....	1,035 98	1,072 80
Totals	810 40	1,123 23	1 727 30	594 13	903 82	1,178 68	831 60	896 60	553 50	6,541 73	15,160 99

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

——	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Hard pan, boulders, gravel, clay and sand.	.....	500	13,600	9,100	12,200	9,800	11,500	7,300	.....	.....	.. . ...	.....	64,000

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

GARDEN ISLAND.—One cut 2,470 feet long, 30 feet wide and 14 feet deep at low water, making a channel from the main channel to the wharf, removing sand, clay and hardpan.

KINGSTON.—One cut was made alongside the Locomotive works dock 110 feet long, 25 feet wide and 10 feet deep at low water. Sand and boulders were removed.

FRENCHMAN'S BAY.—Three cuts were made 865 feet long each, one next to the other, giving a channel 90 feet wide and a depth of 14 feet at low water, next to the breakwater and leading from the lake to the wharf and elevator inside the bay. Sand and stones were removed.

BOWMANVILLE.—A channel was made at the entrance and between the piers 750 feet long, 100 feet wide with a bell shaped entrance, giving a width at the outer end of 300 feet. A depth of 14 feet at low water was made, removing sand and gravel.

NEWCASTLE.—One cut was made in the channel between the breakwater and the lighthouse, 325 feet long, 30 feet wide, and 14 feet deep at low water. 2,300 cubic yards of sand were removed.

ANNUAL REPORT, from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'No. 1,' OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was Performed.	Date.		Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
	From	To				
					$ cts.	$ cts.
River St. Louis	April 12	Nov. 20	5-9 feet	18,562	6,336 13	0·34·13

Total expenditure, $6,633.13. Total cubic yards removed, 18,562.

DETAILS OF EXPENDITURE.

——	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	491 56		647 34	936 25	817 75	887 95	871 75	616 25			5,268 85
Fuel			148 75				132 90				281 65
Contingencies	57 60		48 47	76 12	250 62	60 87	213 86	78 09			785 63
Totals	549 16		844 56	1,012 37	1,068 37	948 82	1,218 51	694 34			6,336 13

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

——	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay	4,531	....	2,740	3,661	677	2,361	2,568	2,024	. ...	.....	.....	. ...	18,562

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

River St. Louis.—Improvements are being done in order to prevent or at least greatly minimize the disastrous effects of spring floods and after heavy rain overflows.

ANNUAL REPORT, from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'ST. MAURICE,' OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	$ cts.
Mekinak, Champlain Co.	June 15	July 30	6 feet	37,317	4,236 99	0·11
	Oct. 15	Oct. 30				
Ile aux Morpions	July 31	Sept. 7				
	Sept. 25	Oct. 15				
Pointe à Trudel	" 8	Sept. 24				

Total expenditure, $4,326.99. Total cubic yards removed, 37,317. Cost per cubic yard, 0·11.

DETAILS OF EXPENDITURE.

	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	75 00	75 00	269 30	360 29	365 00	365 00	365 00	75 00			1,949 59
Fuel			187 44	259 43	259 43	259 43	259 43				1,225 16
Provisions			55 47	104 00	104 00	104 00	104 00				471 47
Stores and equipment			53 90	21 50	11 95	6 81	7 65				101 81
Repairs	177 25	143 20	10 67	33 28	11 41	28 80	2 10				436 71
Contingencies		5 00	8 25	1 00	1 75	8 24	22 13	2 88			52 25
Totals	252 25	223 20	615 03	779 50	756 54	772 28	760 31	77 88			4,236 99

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds	Cub. yds.	Cub. yds	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Boulders						1,334	379						1,713
Gravel				4,387		1,340	955						6,682
Clay			3,122	1,696		1,334	376						6,528
Sand			939	9,861	9,305	1,334	955						22,394
Totals			4,061	15,944	9,305	5,342	2,665						37,317

NATURE OF DREDGING AT THE DIFFERENT LOCALITIES.

St. Maurice River.—The dredging at these places consisted in deepening the channel in the St. Maurice river

ANNUAL REPORT, from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'RICHELIEU,' OWNER, DEPARTMENT OF PUBLIC WORKS.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	$ cts.
St. Johns, Iberville district	May 15	November 20	7 feet 5 inches	39,779	9,647 00	0·24·25

Total expenditure, $9,647. Total cubic yards removed, 39,779. Cost per cubic yard, 0·24·25 cts.

DETAILS OF EXPENDITURE.

	April.	May.	June.	July.	August.	September	October.	November	December.	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	416 26	607 57	564 45	414 96	593 44	745 00	733 45	727 50	183 56	270 00	5,256 19
Fuel	93 98	278 84	89 50	104 78	83 29	142 85	110 26	92 03	.....	.....	995 53
Pilotage and towage	.....	197 57	247 89	142 47	126 25	283 80	234 63	220 08	16 00	961 08	2,399 75
Contingencies	93 98	278 84	89 50	104 78	83 29	142 85	110 26	92 03	.....	.....	995 53
Totals	604 22	1,362 82	961 34	766 99	886 27	1,314 50	1,188 60	1,131 64	199 56	1,231 06	9,647 00

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay.....	.....	1,571	3,614	4,680	8,074	8,680	8,040	5,120	.....	.....	.....	.....	39,779

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

ST. JOHNS.—Dredging performed by dredges *Richelieu*, *Lanark* and *Maberly*.

Work was done between the Central Vermont and Jones' bridge. Channel dredged 750 feet wide. When work was suspended the dredges were up to Jones' bridge.

All material excavated was dumped on the east shore of the river at a distance of from 0 to 1½ miles above C. V. R. bridge.

ANNUAL REPORT, from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'MABERLY,' OWNER, DEPARTMENT OF PUBLIC WORKS (RENTED)

Localites where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	$ cts.
St. Johns, Iberville district	May 29	November 20	7 feet 5 inches	55,735	19,578 47	0·35·12

Total expenditure, $19,578.47. Total cubic yards removed, 55,735. Cost per Cubic Yard, 0·35·12.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages		57 97	760 00	723 37	723 38	775 00	725 00	485 37			4,250 09
Fuel		60 00	89 50	104 78	83 29	142 85	110 26	92 03			682 71
Provisions (rental)											13,769 91
Repairs		60 00	89 50	104 78	83 29	142 85	110 26	92 03			682 71
Contingencies		26 47	22 00	30 47	26 94	26 50	35 22	25 45			193 05
Totals		204 44	961 00	963 40	916 90	1,087 20	980 74	694 88			19,578 47

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay		507	9,732	9,004	9,379	10,639 7/5	9,808 3/5	6,665					55,735

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

For description see *Richelieu.*

ANNUAL REPORT, from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'LANARK. OWNER, DEPARTMENT OF PUBLIC WORKS (Rented).

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	$ cts.
St. John's, Iberville district	May 31	Nov. 20	7 feet 5 inches.	51,602	18,776 51	0·36·38

Total expenditure, $18,776.51. Total cubic yards removed, 51,602.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January, February and March.	Totals.
	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	.....	60 67	705 00	732 90	773 33	725 00	720 17	481 03	.....	.....	4,191 10
Fuel	.....	60 00	89 50	104 78	83 29	142 85	110 26	92 03	.....	.....	682 71
Stores and equipment (rental)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,923 93
Pilotage and towage	.....	60 00	89 50	104 78	83 29	142 85	110 26	92 03	.....	.....	682 71
Contingencies	.....	40 81	38 77	42 00	41 25	40 75	37 28	48 20	.....	.....	289 06
Totals	.....	221 48	922 77	984 46	981 16	1,051 45	977 97	713 29	.....	.....	18,776 51

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay	.....	400	6,396	7,696	10,296	11,329	9,457	6,028	.....	.....	.....	.....	51,602

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

For description see dredge *Richelieu*.

ANNUAL Report from April 1, 1909 to March 31, 1910—*Continued.*

DREDGE 'ALGONQUIN.' OWNER, GENERAL CONSTRUCTION COMPANY.

Localities where Dredging was Performed	Date. From.	Date. To.	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	$ cts.
Saguenay River, Chicoutimi Co.	14th July	31st October	18 feet.	97,015	32,031 13	0 33
Chicoutimi, " "	21st June	13th July	17 18 "	15,594	6,096 05	0 39-09
	2nd November	15th November	17-18 "			

Total expenditure.... $38,127.18 | Total cubic yards removed.... 112,609.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages			55 00	135 00	130 00	130 00	153 75	92 50			696 25
Contingencies			1,805 15	7,327 55	9,215 38	6,989 13	9,982 87	2,110 85			37,430 93
Totals			1,860 15	7,462 55	9,345 38	7,119 13	10,136 62	2,203 35			38,127 18

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January.	February.	March.	Total.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Gravel, clay and sand			4,310	22,070	28,355	21,505	30,655	5,714					112,609

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

SAGUENAY RIVER AND CHICOUTIMI.—Work was performed in Chicoutimi harbour and in the channel of the Saguenay river. The dredging done in the harbour was in front of the old wharf and in front of the extension to an average depth of 18 feet. Dredging in the channel was done to an average depth of 18 feet.

ANNUAL Report from April 1, 1909 to March 31, 1910—*Continued.*

DREDGE, 'A. PELTIER.' OWNER, WINDSOR DREDGING COMPANY.

Localities where Dredging was Performed.	Date. From.	Date. To.	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	$ cts.
Napanee River, Lennox Co.	9th September.	11th October.	12 feet.	20,000	2,840 25	0.14.20

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages						12 00	28 25				40 25
Contingencies						1,624 00	1,176 00				2,800 00
Totals						1,636 00	1,204 25				2,840 25

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January.	February.	March.	Total.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Gravel, sand and mud						11,600	8,400						20,000

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

NAPANEE RIVER.—Work consisted in dredging to a depth of 12 feet below low water at various points in the river where most required, the cuts varying in width from 25 to 75 feet. The upper cut is 1,600 feet in length, the lower cut is 750 feet in length by 75 feet wide. An old wreck lying in the channel was also removed.

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'ARNOLDI.' OWNER, W. L. HORTON.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Kincardine, Bruce Co	May 15	June 7	14-18 feet.	11,780	4,180 00	35½
Goderich, Huron Co	June 11	December 14	20-22 feet.	35,268	15,447 63	43·80

Total expenditure, $19,627.63. Total cubic yards removed, 47,048.

DETAILS OF EXPENDITURE

——	April.	May.	June.	July.	August.	September	October.	November	December.	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages		39 00	85 00	83 80	79 50	78 50	80 50	80 50	43 53		570 33
Contingencies		2,859 50	2,185 75	1,910 30	2,535 50	2,011 10	2,895 90	3,227 00	1,432 25		19,057 30
Totals		2,898 50	2,270 75	1,994 10	2,615 00	2,089 60	2,976 40	3,307 50	1,475 78		19,627 63

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

——	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Boulders, gravel, clay, sand and mud		8,170	6,245	5,458	1,850	3,026	8,274	9,220	4,095				46,338
Rock					472	238							710
Totals		8,170	6,245	5,458	2,322	3,264	8,274	9,220	4,095				47,048

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

KINCARDINE—This work consisted in the widening and deepening of channel at outer entrance to harbour to a depth of 16 or 18 feet below low water level; two cuts to a depth of 14 feet below low water level; one cut along easterly and southerly side of inner harbour to a depth of 14 feet below low water level, and one cut along northerly side of inner harbour to a depth of 12 feet below low water were made.

GODERICH—The greater portion of this work was done at outer entrance to harbour where removal was most urgently required. The depths in inner harbour was 19 to 20 feet; between piers 20 feet, and at outer entrance to piers 22 feet below low water level.

ANNUAL Report from April 1, 1909, to March 31, 1910 —*Continued.*

DREDGE 'CAPITAL.' OWNERS, DUFRESNE, TURCOTTE & MARCHILDON.

Localities where dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Batiscan River, Quebec Co.	June 2	August 3	6 feet	33,324	5,531 19	17.4
Doucet's Landing, Nicolet Co.	August 31	September 18	13 feet	8,886	2,281 84	25.6/10

Total expenditure, $7,813.03. Total cubic yards removed, 42,210.

DETAILS OF EXPENDITURE.

—	April.	May	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages			78 00	81 00	9 60	60 34					228 94
Contingencies			3,703 52	1,512 53	146 54	2,221 50					7,584 09
Totals			3,781 52	1,593 53	156 14	2,281 84					7,813 03

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds	Cub. yds.	Cub. yds.	Cub. yds.
Clay and sand			21,766	10,696	954	8,794							42,210

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

BATISCAN RIVER.—Work consisted in making one cut 3,448 feet long, 25 feet wide and 6 feet deep at low water in the main channel above entrance of this river. Two other cuts were made in the main channel above the C. P. R. bridge. Total length, 1,873 feet, 25 feet wide and 6 feet deep at low water.

DOUCET'S LANDING.—Work consisted in making seven cuts with a total length of 986 feet, 24 feet wide and 13 feet deep at low water, in front of the wharf

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'CENTRAL CITY.' OWNER, L. COHEN & SON.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
St. Placide, Two Mountains Co.	September 20	November 20	9-10 feet.	21,730	4,833 95	22 2/5

Total expenditure, $4,833.95. Total cubic yards removed, 21,730.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages						30 00	78 00	54 00			162 00
Contingencies						483 75	2,408 00	1,780 20			4,671 95
Totals						513 75	2,486 00	1,834 20			4,833 95

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay						2,250	11,200	8,280					21,730

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

ST. PLACIDE.—Work consisted in dredging around and in front of wharf leading to the main channel. Three cuts were made with a total length of 950 feet, 26 feet wide and 10 feet deep at low water.

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'CENTRAL CITY.' OWNER, CANADA IMPROVEMENT CO.

Localities where Dredging was Performed	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Hudson, Vaudreuil Co	July 12	August 16	9½ feet	5,910	1,587 90	26 13/16

Total expenditure, $1,587.90. Total cubic yards removed, 5,910.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages				55 50	42 00	5 20					102 70
Contingencies				775 65	696 15			13 40			1,485 20
Totals				831 15	738 15	5 20		13 40			1,587 90

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January.	February.	March.	Totals.
	Cub. yds	Cub. yds	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Hard pan and boulders				2,955	2,705								5,660
Rock				125	125								250
Totals				3,080	2,830								5,910

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

HUDSON.—Two cuts were made, 380 feet long each, 27 feet wide and 9½ feet at low water, deepening an approach to shore.

ANNUAL REPORT from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'CHIEF.' OWNER, W. E. PHIN.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Port Hope, Durham Co	June 5	June 26	12 feet	26,716	5,940 87	.22 11/16
Cobourg, Northumberland and Durham Co	June 29	August 27	22 feet—23 feet.	66,794	10,236 22	.15 5/16
Whitby, Ontario Co	October 9	November 13	17 feet.	43,120	9,588 24	.22 1/16

Total expenditure, $25,765.33. Total cubic yards removed, 136,630.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages			63 35	83 82	81 30		60 74	41 10			330 31
Contingencies			6,308 62	5,457 00	4,131 00	52 00	5,171 32	4,315 08			25,435 02
Totals			6,371 97	5,540 82	4,212 30	52 00	5,232 06	4,356 18			25,765 33

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay, stones, sand and mud			29,590	36,380	27,540		23,506	19,614					136,630

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

Port Hope.—Dredging at the entrance to the piers to a depth of 12 feet, a width of 125 feet and a length of 175 feet, also two shoal spots, one about 50 by 50 feet, and the other about 170 feet and an average width of 25 feet, all to a depth of 12 feet.

Cobourg.—Widening and deepening the channel and approaches. Some 13 old piles along the westerly side of the east pier were removed. An oak fender was removed.

Whitby.—Excavation of four cuts averaging about 35 feet in width and about 1,250 feet in length to a depth of 17 feet.

ANNUAL REPORT from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'DOMINION.' OWNER, GREAT LAKES DREDGING CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Port Arthur Harbour, Thunder Bay District	May 3	May 21	22 feet.	68,169	17,835 94	.26$\frac{4}{5}$
Mission and Kaministiquia rivers, Thunder Bay District	May 22	December 8	22 feet—25 feet.	1,082,005	172,640 25	.15$\frac{19}{20}$

Total expenditure, $190,476.19. Total cubic yards removed, 1,150,174.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October	November	December	January, February and March.	Totals.
	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages		164 00	104 00	108 00	104 00	104 00	104 00	208 00	53 00		949 00
Contingencies		19,673 17	17,303 05	25,567 89	28,875 06	30,547 81	30,505 65	29,347 95	7,706 61		189,527 19
Totals		19,837 17	17,407 05	25,675 89	28,979 06	30,651 81	30,609 65	29,555 95	7,759 61		190,476 19

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay and sand	82,138	157,094	170,918	174,323	168,288	179,445	172,635	45,333					1,150,174

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

PORT ARTHUR.—Two cuts were dredged in channel to King's elevator, also in channel to Atikokan iron and smelter works alongside of C.N.R coal docks, and on west side of the channel. At each place dredging was done to an average depth of 22 feet at low water.

MISSION AND KAMINISTIQUIA RIVERS. See dredge 'No. 5,' Great Lakes Dredging Co.

ANNUAL Report from April 1, 1909, to March 31, 1910.—*Continued.*

DREDGE 'DUKE OF YORK.' OWNER, W. J. POUPORE CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Riviere du Loup (Louiseville)	June 1	July 29	4-6 feet	24,283	5,718 12	.23$\frac{7}{10}$

Total expenditure, $5,718.12. Total cubic yards removed, 24,283.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages			90 00	81 00							171 00
Contingencies			3,007 91	2,501 21	38 00						5,547 12
Totals			3,097 91	2,582 21	38 00						5,718 12

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay and sand			11,233	11,281									22,514
Cast over			1,769										1,769
Totals			13,002	11,281									24,283

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

RIVIERE DU LOUP (LOUISEVILLE).—Work consisted in making thirteen cuts. Six, 200 feet long, and one 500 feet long in front of the new wharf, two 1,300 feet long in front of Tourville wharf, two 250 feet long at the boom entrance and two 140 feet and 100 feet long each in the main channel towards the entrance of the river. All cuts were made to a width of 26 feet and a depth of 6 feet at low water.

ANNUAL Report from April 1, 1909, to March 31, 1910.—*Continued.*

DREDGE 'E. HALL, NO. 1.' OWNER, CAPE BRETON DREDGING CO.

Localities where Dredging was performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Rondeau, Kent Co.	June 3.	July 28.	20-22 feet.	35,003	11,732 49	.33½
Port Burwell, Elgin Co	October 1.	November 13.	20-21 "	18,712	7,423 68	.39$\frac{43}{56}$

Total expenditure, $19,156.17. Total cubic yards removed, 53,715.

DETAILS OF EXPENDITURE

	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages			86 25	95 25			78 00	48 00			307 50
Contingencies			4,857 27	6,693 72			5,981 04	1,316 64			18,848 67
Totals			4,943 52	6,788 97			6,059 04	1,364 64			19,156 17

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Total.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay and sand			14,719	20,284			15,336	3,376					53,715

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

RONDEAU.—A channel at the outer entrance to piers was made 150 feet wide with an average length of 400 feet and a depth of 21 feet below low water. Also the partial dredging of a turning basin in inner harbour to a depth of 20 feet at low water.

PORT BURWELL—Work consisted in removing 16,065 cubic yards of sand from the north end of harbour and a shoal left by Dredge 'Industry' in the winding basin, also removing 2,647 cubic yards in the entrance channel.

Annual Report from April 1, 1909 to March 31, 1910—*Continued.*

DREDGE 'ENTERPRISE.' OWNER, GREAT LAKES DREDGING CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Fort William, Thunder Bay District, Mission and Kaministiquia rivers	June 8	October 31		311,498	79,431 08	25½

Total expenditure $79,431.08. Total cubic yards removed 311,498.

DETAILS OF EXPENDITURE.

	April.	May.	June.	July.	August.	September	October.	November	December	January February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts
Contingencies			14,815 50	15,231 91	17,097 75	15,600 00	16,685 92				79,431 08

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals..
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay			58,100	59,733	67,050	61,180	65,435						311,498

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

Fort William.—In order to enable boats to reach Grand Trunk Pacific elevator it was necessary to utilize the suction dredge 'Enterprise' to bore a way through the stiff clay for the dipper dredges to follow, and in October a channel was ready for navigation from deep water to Grand Trunk Pacific elevator dock. This channel was 3,100 feet in length by an average width of 114 feet.

ANNUAL REPORT from April 1, 1909 to March 31, 1910—*Continued.*

DREDGE 'EXCELSIOR.' OWNER, CANADIAN DREDGING AND CONSTRUCTION CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Tiffin, Simcoe Co.	May 5	June 12				
	June 22	June 24	18 feet–25 feet	99,686	76,154 35	76⅞
	August 1	September 6				
	October 27	November 16				
Victoria Harbour, Simcoe Co.	June 14	June 19				
	June 25	July 31	22 feet–25 feet	159,824	41,994 80	26⅛
	Sept. 7—Oct. 26	Nov. 17—Dec. 9				

Total expenditure, $118,149.15. Total cubic yards removed, 259,510.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages		72 79	88 81	83 82	80 36	81 03	80 84	81 20	25 24		594 09
Contingencies		13,812 70	16,075 38	6,004 12	24,553 65	9,632 12	9,185 92	24,661 92	13,629 25		117,555 06
Totals		13,885 49	16,164 19	6,087 94	24,634 01	9,713 15	9,266 76	24,743 12	13,654 49		118,149 15

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Boulders, gravel, clay and sand		47,630	30,187	47,817	6,360	25,563	44,535	17,101	6,542				225,735
Rock			4,962	12	10,093	2,483	793	9,738	5,694				33,775
Totals		47,630	35,149	47,829	16,453	28,046	45,328	26,839	12,236				259,510

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

Midland, Tiffin. Work consisted in dredging in slip to Grand Trunk Pacific Elevator, the outer portion of which is 1,600 feet in length varying in width from 276 to 312 feet, also dredging a slip 500 feet long immediately in front of elevator, 180 feet wide with the exception of a corner of the northerly side some 200 feet long by 50 feet wide. All to a depth of 25 feet.

Victoria Harbour.—A slip was constructed which, when completed, will be 5,500 feet long, 600 feet in width and 25 feet deep.

ANNUAL REPORT, from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'FRANK,' OWNER, A. F. BOWMAN.

Localities where Dredging was Performed.	Date. From.	Date. To.	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Owen Sound, Grey Co	June 21	June 28	17 feet	2,950	800 00	27 1/5

Total expenditure, $800.00. Total cubic yards removed, 2,950.

DETAILS OF EXPENDITURE.

——	April.	May.	June.	July.	August.	September.	October.	November.	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts
Wages			12 50								12 50
Contingencies			787 50								787 50
Totals			800 00								800 00

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

——	April.	May.	June.	July.	August.	September	October.	November	December	January.	Feoruary.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub yds.
Clay			2,950										2,950

NATURE OF DREDGING PERFORMED AT DIFFERENT LOCALITIES.

OWEN SOUND.—Work consisted in the removal of a shoal alongside the C. P. Ry., freight sheds. Ten old piles that were in front of the Government Revetment wall were removed.

ANNUAL REPORT, from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'FRANK,' OWNER, GREAT LAKES DREDGING CO.

Localities where Dredging was Performed.	Date. From.	Date. To.	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Mission and Kaministiquia rivers. (Thunder Bay District)...	September 25...	December 8... .	25 feet.	115,058	20,131 80	·18$\frac{37}{50}$

Total expenditure, $20,131.80. Total cubic yards removed, 115,058.

DETAILS OF EXPENDITURE.

	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages..	. . ...	.....	....	.....	....	20 00	104 00	104 00	80 00	....	308 00
Contingencies.....	.....	.....	.....	.. ..	.. ..	1,320 28	8,962 78	7,837 00	1,703 74	.....	19,823 80
Totals.....	.. . .	.....	.....	.....	.....	1,340 28	9,066 78	7,941 00	1,783 74	.....	20,131 80

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

	April.	May.	June.	July.	August.	September	October.	November	December.	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay	.....	.....	... ...	.....	.....	6,928	52,008	46,100	10,022	.....	.....	....	115,058

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

MISSION AND KAMINISTIQUIA RIVERS.—(See Dredge 'No. 5,' Great Lakes Dredging Co.)

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'HACKETT.' OWNER, PENETANGUISHENE DREDGING CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water ma e below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Fesserton to Coldwater, Simcoe Co.	June 10.	Nov. 14.	10 feet.	95,265	14,845 68	$15\frac{4}{25}$

Total expenditure, $14,845.68. Total cubic yards removed, 95,265.

DETAILS OF EXPENDITURE.

	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages.	. . . . .	. . . . .	56 01	87 00	91 84	89 75	87 84	43 50	. . . . .	. . . . .	455 94
Contingencies	. . . . .	. . . . .	1,239 75	2,611 00	3,654 00	1,782 00	3,717 00	1,386 00	. . . . .	. . . . .	14,389 74
Totals.	. . . . .	. . . . .	1,295 75	2,698 00	3,745 84	1,871 75	3,804 84	1,429 50	. . . . .	. . . . .	14,845 68

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Boulders, clay and sand.	. . . . .	. . . . .	8,265	16,740	24,360	11,880	24,780	9,240	. . . . .	. . . . .	. . . . .	. . . . .	95,265

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

FESSERTON TO COLDWATER.—A cut 4,400 feet long, 30 feet wide and to a depth of 10 feet at low water was made between these places in the main channel.

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'KENNAQUHAIR.' OWNER, W. E. PHIN.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Port Arthur, Thunder Bay district	July 8	Nov. 22	22 25 feet.	314,089	40,875 82	13

Total expenditure, $40,875.82. Total cubic yards removed, 314,089.

DETAILS OF EXPENDITURE.

	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages			108 00	108 00	104 00	104 00	104 00	84 00			612 00
Contingencies				5,620 73	9,896 65	9,926 31	7,854 08	6,966 05			40,263 82
Totals			108 00	5,728 73	10,000 65	10,030 31	7,958 08	7,050 05			40,875 82

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Hard pan, clay & sand				43,646	78,355	78,087	60,416	53,585					314,089

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

PORT ARTHUR.—Dredging was performed in Fish Dock slip channel to Thunder Bay elevator and extension of coal dock channel from the Atikokan ore and smelter works property, southwards. In the two last mentioned channels, dredging was carried down to 25 feet below zero.

In channel alongside elevator it was necessary to do some casting over. Further dredging will be required there next season, as the material being of a sandy nature, will wash into the channel from the sides.

Dredging at Fish Dock slip was made partly to 22 feet and at shore end 17 to 14 feet only to accommodate the smaller steamers. Dredging in this slip is not yet completed.

ANNUAL REPORT from April 1, 1909 to March 31, 1910—*Continued.*

DREDGE 'LITTLE GIANT.' OWNER, L. COHEN & SON.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Rigaud, Vaudreuil Co.	June 21	September 8	8 feet.	30,862	7,636 68	24-37/50

Total expenditure, $7,636.68. Total cubic yards removed, 30,862.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages			36 00	84 25	78 00	31 55					229 80
Contingencies			268 80	3,792 48	2,772 72	572 88					7,406 88
Totals			304 80	3,876 73	2,850 72	604 43					7,636 68

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Hard pan, clay & stone			1,120	15,802	11,553	2,387							30,862

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

RIGAUD.—Two cuts were made 2,283 feet long, each 30 feet wide and 9 feet deep at low water below the C. P. Ry. bridge in River La Graisse.

ANNUAL Report from April 1, 1909 to March 31, 1910—*Continued.*

DREDGE 'MEADE.' OWNER, THE C. S. BOONE, DREDGING AND CONSTRUCTION COMPANY.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	$ cts.
Little Current, Algoma District	May 4	May 24	22 feet.	4,728¾	5,985 24	1.26 27/100

Totals expenditure, $5,985.24. Total cubic yards removed, 4,728¾.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages		44 76									44 76
Contingencies		5,940 48									5,940 48
Totals		5,985 24									5,985 24

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Gravel		1,618¾											1,618¾
Rock		3,110											3,110
Totals		4,728¾											4,728¾

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

LITTLE CURRENT.—Work consisted in removing a segment in the north side of the original channel, the chord of which was 700 feet in length and the height of arc 75 feet. The main channel was also cleaned out to a depth of 22 feet at low water.

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'MOGUL.' OWNER, L. COHEN & SON.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
St. Pierre les Becquets, Nicolet Co.	June 8	July 31	8 feet	26,882	7,841 03	$29\frac{4}{25}$
St. Placide, Two Mountains Co.	October 26	November 20	10 feet	10,360	2,227 40	$21\frac{1}{2}$

Total expenditure, $10,068.43. Total cubic yards removed, 37,242.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages			69 00	75 00							144 00
Contingencies			2,354 38	5,342 65			385 07	1,842 33			9,924 43
Totals			2,423 38	5,417 65			385 07	1,842 33			10,068 43

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Hard pan and clay			8,522	18,360	1,791	8,569							37,242

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

ST. PIERRE LES BECQUETS—Work consisted in making three cuts with a total length of 1,895 feet, a width of 30 feet, and a depth of 8 feet at low water. These cuts were made in front of the wharf leading to main channel.

ST. PLACIDE Work was next performed making two cuts 825 feet long each, 30 feet wide and 10 feet deep at low water. This work started from the main channel leading to the wharf.

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'MONARCH.' OWNER, THE CANADIAN DREDGING AND CONSTRUCTION CO.

Localities where Dredging was Performed	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
Victoria Harbour, Simcoe Co.	May 5 August 3 November 1	June 12 September 18 December 9	18 26 feet	149,311	$ cts. 55,603 89	Cts. ·37$\frac{6}{25}$
Tiffin, Midland, Simcoe Co.	June 14 September 20	August 2 October 31	25 feet	91,680	60,885 53	·66$\frac{7}{8}$

Total expenditure, $116,489.42. Total cubic yards removed, 240,991.

DETAILS OF EXPENDITURE.

	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	.. ....	71 26	73 43	91 50	80 84	81 03	81 30	80 28	31 16	....	593 80
Contingencies	... .	9,222 50	19,275 80	12,639 40	7,371 00	14,990 87	25,021 80	15,824 25	11,550 00	..... .	115,895 62
Totals	.. ..	9,293 76	19,349 23	12,730 99	7,451 84	15,071 90	25,103 10	15,904 53	11,581 16	.....	116,489 42

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Gravel	.....	30,220	49,720	8,360	40,050	24,329	30,420	22,698	600	....	.... .	. . ....	206,397
Rock	.....	2,420	3,200	4,540	1,051	5,311	7,200	5,772	5,100	.. ..	....	....	34,594
Totals	.....	32,640	52,920	12,900	41,101	29,640	37,620	28,470	5,700	....	.. ..	.. ..	240,991

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

VICTORIA HARBOUR.—*See* dredge 'Excelsior.'

TIFFIN (Midland).—*See* dredge 'Excelsior.'

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'MOOSE.' OWNER, RAINY RIVER DREDGING CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Rainy River, Rainy River District	July 26	October 16	10 feet	57,144	21,493 43	37.61

Total expenditure, $21,493.43. Total cubic yards removed, 57,144.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages				39 90	104 00	104 00	90 00				337 90
Contingencies				1,298 33	8,835 60	7,859 95	3,161 65				21,155 53
Totals				1,338 23	8,939 60	7,963 95	3,251 65				21,493 43

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay and sand				3,509	23,880	21,210	8,545						57,144

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

RAINY RIVER.—Dredging consisted in removing shoal areas which obstructed entry to towing channel to a depth of ten feet below low water level. Three cuts 2,400 feet in length were made.

Annual Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'No. 1.' OWNER, A. F. BOWMAN.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	$ cts.
Sault Ste. Marie, Algoma District	May 6	November 9	21 feet	23,569	71,535 91	3.03½

Total expenditure, $71,535.91. Total cubic yards removed, 23,569.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	33 00	82 91	80 20	80 84	78 56	79 80	79 68	31 32			546 31
Stores and equipment			30 00								30 00
Contingencies		15,261 78	20,444 40	17,797 08	9,161 10	5,377 89	1,843 20	1,074 15			70,959 60
Totals	33 00	15,344 69	20,554 60	17,877 92	9,239 66	5,457 69	1,922 88	1,105 47			71,535 91

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Hard pan rock		4,695	6,313	5,501	2,864	1,660	538	341					21,912
Boulders		304	302	199	93	70	99						1,067
Other material		29	185	299		77							590
Totals		5,028	6,800	5,999	2,957	1,807	637	341					23,569

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

Sault Ste. Marie.—A channel was constructed 200 feet wide, extending from the Government wharf westerly until it intersects the ship channel to the canal on the Canadian side: also the removal of a number of shoal spots in the approach to the Government wharf from the eastward.

ANNUAL Report from April 1, 1909, to March 31, 1910 —*Continued.*

DREDGE 'No. 3.' OWNER, DOMINION DREDGING CO.

Localities where Dredging was Performed.	Date.		Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
	From	To				
					$ cts.	Cts.
L'Assomption, L'Assomption Co	July 28	September 17	14 feet	26,005	4,540 72	$17\frac{3}{5}$

Total expenditure, $4,540.72. Total cubic yards removed, 26,005.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages				36 00	78 00	48 00					162 00
Contingencies				280 06	3,472 02	605 51			21 13		4,378 72
Totals				316 06	3,550 02	653 51			21 13		4,540 72

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds	Cub yds	Cub. yds	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds	Cub. yds.	Cub. yds.
Boulders and clay				1,672	20,718	3,615							26,005

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

L'Assomption.—Work consisted in making six cuts with a total length of about 2,500 feet, 35 feet wide and 14 feet deep at low water. This work was made in the main channel crossing the Ottawa river.

ANNUAL Report from April 1, 1909, to March 31, 1910 – *Continued.*

DREDGE 'No. 5.' OWNER, GREAT LAKES DREDGING CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Port Arthur, Thunder Bay District	April 24	May 15		40,603	10,660 78	$26\frac{11}{16}$
Mission and Kaministiquia Rivers, Thunder Bay District	May 17	December 8		708,023	125,138 71	$17\frac{23}{50}$

Total expenditure, $135,799.49. Total cubic yards removed, 748,626.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	28 00	128 00	208 00	108 00	104 00	121 60	104 00	104 00	53 00		958 60
Contingencies	2,751 32	17,421 00	17,477 05	24,646 76	19,689 74	14,998 74	18,826 48	15,405 06	3,624 74		134,840 89
Totals	2,779 32	17,549 00	17,685 05	24,754 76	19,793 74	15,120 34	18,930 48	15,509 06	3,677 74		135,799 49

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay and sand	10,582	86,583	107,455	113,254	111,989	96,079	110,744	90,618	21,322				748,626

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

PORT ARTHUR.—(See Dredge 'Dominion,' Great Lakes Dredging Co.).

MISSION AND KAMINISTIQUIA RIVERS.—(Dredges 'Dominion,' 'No. 8,' 'No. 5,' 'No. 6,' 'No. 15,' and 'Frank.')

BLACK'S ELEVATOR.—A section 500 feet in length by 200 feet in width was deepened in front of this elevator.

CANADIAN NORTHERN RAILWAY DOCK.—One dredge cut was made along face of this dock removing a shoal area 500 feet long by 30 feet wide.

GRAND TRUNK PACIFIC DOCK.—One cut was made along face of this dock being 300 feet long by 30 feet wide.

WESTERN TERMINAL ELEVATOR DOCK.—One cut 300 feet long by 30 feet wide was made along face of this dock.

GRAND TRUNK PACIFIC DOCK TO ELEVATOR 'D.'—The full width of river from Grand Trunk Pacific Dock to Elevator 'D' was dredged over and deepened to grade (25 feet below zero) being a length of 7,000 feet and an average width of 300 feet.

OPPOSITE MCKELLAR RIVER.—A section 300 feet in length by 200 feet in width was deepened off the entrance to this river removing shoal areas.

CANADIAN PACIFIC RAILWAY COAL DOCK.—One dredge cut 400 feet in length and 30 feet in width was made along face removing shoal areas.

Two cuts were made opposite C.P.R. hard coal shed on south side of river removing shoal areas, said cuts being 700 feet in length by 50 feet in width.

MISSION RIVER.—The Mission river was deepened to grade from the junction with Kaministiquia river to shore line of Thunder Bay, being a length of 2 miles 600 feet and an average width of 287 feet.

GRAND TRUNK PACIFIC BASIN.—A vast amount of work was done in this section, most of the dredges being continually employed in this locality. An area of 1,420 feet in length by 412 feet in width of solid bank was removed and this section deepened to grade.

The balance of Mission basin, already dredged, was deepened to grade, being a length of 1,900 feet and an average width of 788 feet.

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'No. 6.' OWNER, GASPARD DE SERES.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Verdun, Jacques Cartier County	July 14	Nov. 23	8 feet	32,335	11,156 28	34½

Total expenditure, $11,156.28. Total cubic yards removed, 32,335.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages				66 00	79 25	42 00	78 00	33 00	8 50		306 75
Contingencies				3,261 68	3,315 75	1,236 10	1,937 00	1,067 00	32 00		10,849 53
Totals				3,327 68	3,395 00	1,278 10	2,015 00	1,100 00	40 50		11,156 28

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Hardpan and boulders				7,600	9,095	6,352	6,388	2,900					32,335

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

VERDUN—Work consisted in making four cuts, two 500 feet long each and two 300 feet long, 35 feet wide and 8 feet deep at low water. This work was performed in the main channel at foot of Ile aux Herons.

ANNUAL REPORT from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'No. 6.' OWNER, GREAT LAKES DREDGING CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Nipigon river, Thunder Bay District	May 19	June 12	19 feet	45,638	20,629 30	·45½
Mission and Kaministiquia rivers, Thunder Bay District	June 14	Nov. 27	25 "	457,824	72,046 84	·15$\frac{13}{25}$

Total expenditure, $92,676.14. Total cubic yards removed, 503,462.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages		46 10	94 10	108 00	208 00	121 60	104 00	96 00			777 80
Contingencies		12,573 90	12,345 52	10,071 60	15,961 38	13,779 35	15,029 70	12,123 89	13 00		91,898 34
Totals		12,620 00	12,439 62	10,179 60	16,169 38	13,900 95	15,133 70	12,219 89	13 00		92,676 14

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay and sand	27,942	66,650	80,029	98,059	81,055	88,410	71,317						503,462

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

NIPIGON RIVER—A channel was completed through sand-bar, 1,600 feet long and 200 feet wide.

MISSION AND KAMINISTIQUIA RIVERS—See dredge *No. 5*, Great Lakes Dredging Co.

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'No. 8.' OWNER, GREAT LAKES DREDGING CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Port Arthur, Thunder Bay District	May 12	May 22	22 feet	18,177	4,750 02	26⅔
Mission and Kaministiquia rivers, Thunder Bay District	" 24	Dec. 8	22 feet, 25 feet	522,515	114,786 19	21·96

Total expenditure, $119,536.21. Total cubic yards removed, 540,692.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages		52 00	104 00	108 00	104 00	208 00	104 00	104 00	45 00		829 00
Contingencies		9,281 17	21,738 75	20,797 79	19,674 02	12,150 82	15,490 63	13,867 71	5,706 32		118,707 21
Totals		9,333 17	21,842 75	20,905 79	19,778 02	12,358 82	15,594 63	13,971 71	5,751 32		119,536 21

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay and sand		44,972	103,912	94,637	91,671	74,666	58,799	51,219	15,796				535,672
Rock							2,055	1,905	1,060				5,920

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

PORT ARTHUR—See dredge *Dominion.* MISSION AND KAMINISTIQUIA RIVERS—See dredge *No. 5.*

DREDGE 'No. 9.' OWNER, THE CANADIAN DREDGING AND CONSTRUCTION CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Victoria Harbour, Simcoe County	May 6	Nov. 27		147,975	19,102 41	·12⅞

Total expenditure, $19,102.41. Total cubic yards removed, 147,975.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages		76 34	88 84	91 78	83 22	94 78	88 30	82 28			605 54
Contingencies		2,087 50	3,012 50	3,146 87	806 25	2,900 00	3,956 25	2,587 50			18,496 87
Totals		2,163 81	3,101 34	3,238 65	889 47	2,991 78	4,044 55	2,669 78			19,102 41

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay and mud		16,700	21,100	25,175	6,450	23,200	31,650	20,700					147,975

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

Victoria Harbour—See dredge *Excelsior*.

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'No. 14.' OWNER, C. S. BOONE, DREDGING AND CONSTRUCTION CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	$ cts.
Little Current, Algoma District	May 5	Sept. 20	22 feet	30,975	55,526 97	1 79$\frac{3}{5}$

Total expenditure, $55,526.97. Total cubic yards removed, 30,975.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages		44 76	93 21	97 88	93 82	61 80					391 47
Contingencies		16,153 50	5,740 50	13,750 50	10,346 25	9,144 75					55,135 50
Totals		16,198 26	5,833 71	13,848 38	10,440 07	9,206 55					55,526 97

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Rock		9,075	3,225	7,725	5,812$\frac{1}{2}$	5,137$\frac{1}{2}$							30,975

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

LITTLE CURRENT—See dredge *Meade.*

ANNUAL Report from April 1, 1909, to March 31, 1910- -*Continued.*

DREDGE 'No. 15.' OWNER, GREAT LAKES DREDGING CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Port Arthur, Thunder Bay District	April 15	May 31	22-26 feet	55,281	14,533 06	26 7/25
Mission and Kaministiquia Rivers, (Thunder Bay District)	June 7	December 8	25 feet	202,433	114,375 41	56 1/2

Total expenditure, $128,908.47. Total cubic yards removed, 257,714.

DETAILS OF EXPENDITURE.

——	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages	60 00	100 00	72 00	132 00	104 00	104 00	208 00	104 00	53 00	.....	937 00
Contingencies	3,631 42	10,741 64	14,705 98	5,967 26	22,974 77	18,383 60	17,284 20	26,280 03	8,002 57	.....	127,971 47
Totals	3,691 42	10,841 64	14,777 98	6,099 26	23,078 77	18,487 60	17,492 20	26,384 03	8,055 57	.....	128,908 47

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

——	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay and sand	13,967	41,314	39,464	13,978	45,706	22,200	29,265	17,034	2,495	.....	.....	.....	225,423
Rock	.....	.....	2,806	1,260	5,335	5,120	4,319	8,205	5,246	.....	.....	.....	32,291
Totals	13,967	41,314	42,270	15,238	51,041	27,320	33,584	25,239	7,741	.....	.....	.....	257,714

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

PORT ARTHUR.—(*See* dredge 'Dominion,' Great Lakes Dredging Co).

MISSION AND KAMINISTIQUIA RIVERS—*See* dredge 'No. 5,' Great Lakes Dredging Co.

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'PONTIAC.' OWNER, W. J. POUPORE CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
River St. Francis, Wolf Co.	June 1	June 30	6 feet	26,135	4,782 30	18⅓
River Yamaska, Yamaska Co.	July 1	July 3	6 feet	3,277	603 86	18 21/30
Rivière du Loup (Louiseville), Maskinongé Co.	" 5	" 16	6 feet	6,633	1,425 93	21½

Total expenditure, $6,812.09. Total cubic yards removed, 36,045.

DETAILS OF EXPENDITURE.

——	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages			78 00	47 00							125 00
Contingencies			4,704 30	1,982 79							6,687 09
Totals			4,782 30	2,029 79							6,812 09

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay and sand			26,135	9,910									36,045

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

River St. Francis.—Two cuts 1,000 feet long each, and one 306 feet long, 25 feet wide and 6 feet deep at low water were made. These cuts were for the purpose making an approach to the new wharf.

River Yamaska.—Work was next performed, deepening the channel close to Ile St. Jean to 6 feet at low water.

River du Loup (Louiseville)—Work performed consisted in making one cut opposite Voisard's property in the main channel, 1,065 feet long, 26 feet wide and 6 feet deep at low water.

ANNUAL REPORT from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'PRINCE WILLIE.' OWNER, W. J. POUPORE CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
River Yamaska, Yamaska Co.	June 3	June 30.	4 feet.	23,341	4,280 63	.18 17/50
River St. Francis, Wolfe Co	July 1	July 2	6 "	1,112		
Yamachiche, St. Maurice Co.	" 5	" 29	6 "	29,106	4,357 89	.11 34/50
Rivière du Loup (en bas), Temiscouata Co.	August 7	September 2	10 "	16,298	7,429 80	.45 29/50

Total expenditure, $16,068.32. Total cubic yards removed. 69,857.

DETAILS OF EXPENDITURE

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages			79 25	84 25	95 70						259 20
Contingencies			4,201 38	4,273 64	6,902 10	432 00					15,809 12
Totals			4,280 63	4,357 89	6,997 80	432 00					16,068 32

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay, sand and mud.	.....	....	23,341	30,218	15,338	960	.....	.....	.....	.....	.....	.....	69,857

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

River Yamaska.—Work consisted in cutting through a shoal at the entrance to the lock. Three cuts were made 500 feet long each, 60 feet wide and 4 feet deep at low water.

River St. Francis. Work consisted of making a cut through a shoal at Mackerel point to a depth of 6 feet at low water.

Yamachiche.—One cut was made, 3,143 feet long, 55 feet wide and 6 feet deep at low water, starting from entrance of this river leading to the main channel in Lake St. Peter.

Rivière du Loup (en bas.)—Deepening around and in front of the wharf.

ANNUAL REPORT from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'ST. LAWRENCE.' OWNER, HANLEY CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Point Edward, Lambton Co...	June 3..	August 11.....	16 feet—22 feet.	82,234	14,998 62	.18 $\frac{6}{10}$
Wallaceburg, Kent Co	August 16.....	October 7.....	19 feet.	20,952	4,898 16	.23 $\frac{4}{10}$

Total expenditure, $19,896.78. Total cubic yards removed, 103,186.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages			78 00	81 00	71 54	24 00	21 16				275 70
Contingencies			6,002 64	7,108 92	4,950 12	97 06	1,462 34				19,621 08
Totals			6,080 64	7,189 92	5,021 66	121 06	1,483 50				19,896 78

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Gravel, clay and sand.			33,348	39,494	23,564	422	6,358						103,186

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

POINT EDWARD.—Work consisted in the dredging to a depth of 22 feet below low water on different locations opposite the docks and along the frontage of 3,700 feet. The completion of this work left a minimum depth of 21 feet at low water.

WALLACEBURG.—A turning basin was made about 240 feet long, 130 feet wide to a depth of 19 feet below L. W. L., also the removing of a slip 70 feet wide and 19 feet deep at low water.

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'ST. PIERRE. OWNER, ANTOINE ST. PIERRE.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
St. Maurice River, Champlain Co.	May 6	November 13	8 feet	215,950	22,087 00	·10¼

Total expenditure, $22,087. Total cubic yards removed, 215,950.

DETAILS OF EXPENDITURE.

	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages		66 00	78 00	81 00	78 00	78 00	78 00	33 00			492 00
Contingencies		2,232 00	3,301 50	4,141 00	3,743 50	3,244 50	3,528 50	1,404 00			21,595 00
Totals		2,298 00	3,379 50	4,222 00	3,821 50	3,322 50	3,606 50	1,437 00			22,087 00

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay and sand		22,320	33,015	41,410	37,435	32,445	35,285	14,040					215,950

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

ST. MAURICE RIVER—Work consisted in making four cuts, 500 feet long each, and four cuts, 1,000 feet long each, in the main channel at the foot of Baptiste island and alongside the wharf. Two cuts were also made at the head of this island in the main channel, 1,000 feet long each. One cut, 1,000 feet long, in front of Grant's saw-mill. One cut, 1,000 feet long, in front of Union Bay Co's wharf, and one cut, 1,308 feet long, in front of the mill. All cuts were made to a width of 32 feet, and a depth of from 8 to 10 feet at low water.

ANNUAL Report from April 1, 1909, to March 31, 1910—*Continued.*

DREDGE 'SYDENHAM.' OWNER, THE CANADIAN DREDGING AND CONSTRUCTION CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	Cts.
Victoria Harbour, Simcoe Co.	May 5	December 11	22 feet	455,746	64,318 77	14 1/10

Total expenditure, $64,318.77. Total cubic yards removed, 455,746.

DETAILS OF EXPENDITURE.

——	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages		73 52	80 98	83 96	80 38	80 96	80 92	80 88	31 32		592 92
Pilotage and Towage		32 00									32 00
Contingencies		8,281 25	10,572 62	7,458 12	6,239 50	8,380 25	8,265 62	7,034 37	7,462 12		63,693 85
Totals		8,386 77	10,653 60	7,542 08	6,319 88	8,461 21	8,346 54	7,115 25	7,493 42		64,318 77

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

——	April.	May.	June.	July.	August.	September	October.	November	December	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Clay and sand		66,250	84,581	59,665	49,916	64,792	63,875	49,543	13,959				452,581
Rock						125	125	374	2,541				3,165
Totals		66,250	84,581	59,665	49,916	64,917	64,000	49,917	16,500				455,746

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

VICTORIA HARBOUR—*See* dredge 'Excelsior.'

ANNUAL Report from April 1, 1909, to March 31, 1910 — *Continued.*

DREDGE 'TRENTON.' OWNER, R. WEDDELL & CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	$ cts.
Telegraph and Nigger island, Hastings Co	June 9	September 21	15 feet	5,798	17,678 80	3 04·9

Total expenditure, $17,678.80. Total cubic yards removed, 5,798.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages			80 24	80 24	80 24	44 08					284 80
Contingencies			4,713 00	5,673 00	2,904 00	4,104 00					17,394 00
Totals			4,793 24	5,753 24	2,984 24	4,148 08					17,678 80

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds	Cub. yds.	Cub. yds.
Rock			1,571	1,891	1,092	1,244							5,798

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

TELEGRAPH AND NIGGER ISLAND.—Work consisted in the construction of a cut 1,100 feet long, 100 feet wide and 15 feet deep below zero. Of this work the entire area has been drilled, and one cut 28 feet in width has been dredged the entire length, and a second cut for about two-thirds of the length.

Annual Report from April 1, 1909, to March 31, 1910—*Concluded.*

DREDGE 'WINGFIELD.' OWNER, C. S. BOONE DREDGING CO.

Localities where Dredging was Performed.	Date. From	Date. To	Depth of Water made below Zero.	Cubic Yards Removed.	Expenditure.	Cost per Cubic Yard.
					$ cts.	$ cts.
Wingfield basin, Bruce Co.	June 8	July 8	18 feet	4,904	14,814 15	3.02·08

Total expenditure, $14,814.15. Total cubic yards removed, 4,904.

DETAILS OF EXPENDITURE.

—	April.	May.	June.	July.	August.	September	October.	November	December	January, February and March.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wages			71 50	30 65							102 15
Contingencies			9,723 00	4,989 00							14,712 00
Totals.			9,794 50	5,019 65							14,814 15

QUANTITIES AND DESCRIPTION OF MATERIAL DREDGED.

—	April.	May.	June.	July.	August.	September	October.	November	December.	January.	February.	March.	Totals.
	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.	Cub. yds.
Rock			3,241	1,663									4,904

NATURE OF DREDGING PERFORMED AT THE DIFFERENT LOCALITIES.

Wingfield Basin.—Work performed consisted in removing portions of rock that were drilled and blasted the previous year along the centre of the channel to give a uniform width of 100 feet when completed, and a depth of 18 feet below ordinary water level.

PROVINCE OF MANITOBA.

BROKENHEAD.

The Brokenhead river empties into Lake Winnipeg at the south end of the lake, some 6 miles east of the mouth of the Red river.

In the territory contiguous to the river, cordwood and railway ties are cut during the winter, and are shipped during the navigation period.

Owing to the small depth of water over the bar at the mouth of the river, considerable difficulty has been experienced in getting these products out.

As there is no natural protection of any kind from the heavy seas that roll in at this point, it has always been felt that any improvement consisting of the mere dredging of a channel without protection would not be of a lasting character.

The amount of shipping would not appear to warrant any heavy expenditure for protection. Owing to an urgent demand for the dredging of a channel to get out some cordwood and ties, it was thought advisable to undertake sufficient dredging to permit of vessels of small draught entering the river.

An investigation was made of the conditions in the early part of July, and the survey showed the bar to extend a distance of 2,800 feet into the lake. The depth of water at the outer end was 6½ feet at the existing stage of water, representing 2½ feet at lowest water. The average depth over the bar was 3·8 feet.

The tug *Victoria* and pile driver scow left Selkirk on June 28, and the interval between that date and July 6 was spent in driving the necessary anchor piles for operating dredge *Assiniboine,* which arrived from Grand Marais on July 5. Actual dredging was started on July 6.

Some delay occurred during the first week of dredging, due to the fact that the dredge and equipment was forced to tow to the mouth of the Red river for shelter at night, a distance of 6 miles.

By September 4, a channel 2,800 lineal feet in length, 50 feet wide, with a navigable depth of 6½ feet at the existing stage of water, was established. 19,738 cubic yards of sand and clay were removed, the material being discharged through the pontoon pipe line to the lee side of the channel.

During the above time the following delays occurred:—

	Days.
Wind	12
Repairs	4
Driving piles and coaling	4

The total expenditure on this work is $3,013.33, making a cost of 15¼ cents per cubic yard for excavation.

ICELANDIC RIVER.

The dredging of the channel leading from the mouth of Icelandic river, Selkirk county, to deep water in Lake Winnipeg, was resumed during the latter part of the season.

It was found that some filling in of the channel had taken place at the outer end.

The dredging this season was done by dredge *Assiniboine.*

From September 6 to October 22, some 15,180 cubic yards of clay were removed in dredging a channel 3,550 lineal feet, 75 feet wide and giving a navigable depth of 7 feet at average stage of water, and 4½ feet at low water.

Of the above distance dredged, some 700 lineal feet was east of any dredging done last season.

The delays were:—12 days from heavy winds, 2 days minor repairs, 4 days driving mooring piles.

The total cost of this work has been $2,678.52, making a cost of 17·6 cents per cubic yard for excavation.

On the completion of the season's work on October 22, the dredge *Assiniboine* and equipment was towed to winter quarters at Selkirk.

LAKE DAUPHIN.

Lowering lake by removing obstructions from bed of Mossy river.

The object of this work is to increase the discharge capacity of the Mossy river with the idea of lowering the permanent level of Lake Dauphin. It is anticipated that this will, by increasing the storage capacity of the lake, prevent floods on the low land surrounding the lake.

Incidentally, some benefit may accrue to a shallow draught navigation which may develop on the river.

A channel 910 feet in length, 40 feet wide and with a 5-foot depth below low water, was dredged from the mouth of the river to deep water in the lake.

In the river proper, the total distance dredged in various places amounts, in all, to 4,550 lineal feet, with a width of 40 feet and depth below lowest water of 4 feet.

Various places have been dredged, covering a length of river amounting to 3½ miles. In the lower part of the above distance the river was swept for a distance of 1,900 lineal feet, and all boulders removed.

All material excavated has been cast over, generally to the bank of the river, the location of all dredging having been made, as much as possible, with this end in view.

A delay of 10 days occurred in passing through two small, fixed, highway bridges, necessitated by the removal and replacing of a small crib pier, in each case, to allow the dredge to pass through.

The dredging for the season was completed on November 12 and the laying up of dredge for winter was completed on November 17.

The total amount of excavation, consisting of sand, clay and gravel, was 21,572 cubic yards, in addition to which, as stated above, boulders were removed, in a distance of 1,900 lineal feet, at the lower end.

The total cost of the work has been $3,346.76.

The cost per cubic yard of excavation removed cannot be estimated owing to the work spent in sweeping the channel over a distance of 1,900 lineal feet, no record of quantity removed in this distance being obtainable. Ignoring this latter work altogether and assuming 21,572 cubic yards as the total excavation, the cost per cubic yard appears to be 15·5 cents.

RED RIVER.

This comprises the work of dredging below the St. Andrews lock, Selkirk county, the purpose of which is to afford a channel in the river, 200 feet in width and a least navigable depth of 9 feet at lowest water.

The greater part of this dredging is immediately below the lock, and was taken over from the contract awarded to Messrs. Quinlan and Robertson.

Dredge *Winnipeg* was employed in this work during the period between May 25 and July 30, when some 24,000 cubic yards of earth, gravel and boulders were removed in the lower entrance, overlaying the rock. The material excavated was scowed away to deep water. An amount of rock, averaging 2 feet in depth will have to be removed and it is the intention to have this done during the coming season by the new dredge *Winnipeg*. It is expected that this dredge will have no difficulty in removing this rock without preliminary blasting.

Owing to the restricted seaway and shallow water, it was found impossible to use the tug *Sir Hector* as tender for the dredge, the small tug used formerly at Winnipegosis being brought here for this purpose.

On the completion of the dredging in the lower entrance, the dredge was sent to a point 1 mile below the lock, where the river bed was cleared of boulders overlaying the rock, for a distance of ½ mile. This work was accomplished during the period from July 30 to October 12. This work was practically scraping and very little material was removed, the time taken up in moving being considerable. This has increased the unit cost of dredging greatly.

The total amount of material removed by dredge *Winnipeg* during the season has been 27,165 cubic yards at an expenditure of $8,223.80, making a cost per cubic yard of 30·2 cents.

In addition to the time lost in sweeping the channel of boulders, the dredge's efficiency for work is very small, owing to its condition, and some care had to be exerted to make her last throughout the season.

SIGLUNES.

Siglunes, Dauphin county, is situated on the east side of Lake Manitoba, south of the Narrows. A sawmill industry is located here and it is the post for a considerable Icelandic settlement.

Representations have been made for the last two years of the necessity for dredging at this point to permit of the entrance of steamers and light craft.

On the completion of the work at Oak Point, on September 8, the first favourable opportunity of towing up to Siglunes was taken, which, owing to bad weather, was not until the 20th of the month. It was also found necessary, on the way up to Siglunes, to tow into shelter at Rabbit Point and Siglunes was not reached until September 24, when a severe storm of three days' duration almost wrecked the dredge. Actual dredging commenced on September 27, and the work was finally completed on October 23, when the dredge and equipment towed to the Landing, White Mud river, and was eventually laid up in winter quarters on October 30.

At Siglunes, the work consisted of the dredging of a channel for a depth of 7 feet at low water, in the lake, to the Mathews Company's sawmill dock, a distance of 700 lineal feet. The width of channel formed was 40 feet.

A basin along the dock and inner slough was also constructed, having a length of 370 feet, width 60 feet and least depth of 7 feet.

The amount of material removed consisted of:—

	Cubic yards.
Outer channel	3,436
Inner basin	5,048
Total	8,484

The material consisted mostly of clay with a stratum of hardpan, about 1 foot in depth in the basin.

The total cost of this work has been $1,547.62, making a cost per cubic yard of 13·2 cents.

SWAN CREEK.

Dredge *Manitoba* was in working commission on May 26 and the dredging required for the completion of the Swan Creek work was resumed on that date.

Some difficulty was experienced with frost in the face of the cut left by dredge last fall.

On June 3, the work at Swan Creek was completed, a channel having been dredged to within 120 feet of the bridge at the colonization road. It was not considered ad-

visable to approach any closer to the bridge than the above distance to avoid any likelihood of the undermining of that structure from erosion caused by the original fall in water level between the bridge and Lake Manitoba, about 2½ feet now being concentrated at the end of dredged cut.

There is now a dredged channel of at least 6 feet in depth at lowest water and 35 feet in width, from Lake Manitoba to within 120 feet of the colonization road, at section 6, township 20, range 5 W.

The total distance by the existing water courses from Lake Manitoba to the colonization road is 4⅓ miles, of which distance the latter 9,800 feet was almost continuous dredging.

During the present season, from May 26 to June 3, a channel 400 lineal feet in length was dredged, giving a channel 35 feet in width, with 6 feet minimum depth.

The amount of material removed, consisting of muskeg, clay and hardpan, was 3,307 cubic yards, the material being cast to each side.

A request for some dredging for an entrance channel into a hunting lodge, near the mouth of Swan creek, having been granted, the dredge *Manitoba* was placed at work on the completion of the dredging mentioned above.

This dredging took from June 7 to June 11, during which time a channel 760 feet in length, 35 feet wide, and depth of 4 feet was constructed, some 3,885 cubic yards of muskeg and soft clay having been cast to each side of the cut.

The cost of this work made up as follows:—

Rental of plant, 5 days at $25, $125; fuel, 10 cords wood at $3.25, $32.50; total, $157.50; was charged to the parties for whom this work was done, and the amount credited to the dredging appropriation.

A survey was made of the entrance into Swan creek from the lake, and ranges were established by which the entrance can be safely navigated.

The total cost of dredging at Swan creek, omitting the work done for private parties mentioned above, has been $330; the cost per cubic yard of excavation was 10 cents.

WHITE MUD RIVER.

Dredge *Manitoba* and equipment left Gypsumville on July 10, arriving at the mouth of the White Mud river, Macdonald county, on the 12th and preparations were made to do dredging necessary to increase the depth of water over the bar at the mouth of the river.

The average stage of water in Lake Manitoba was considerably lower this season than for some years previous, and the boats of the Manitoba Gypsum Company were experiencing considerable difficulty in making an entrance into the river at periods of southerly winds. At such times, the water in the south end of the lake is lowered considerably. It may be stated that the bar formed is mostly alluvial deposit carried there by the river, and any improvement made by dredging is not of a permanent nature.

An investigation made in July last, prior to undertaking any dredging, showed the outer end of the bar to extend 4,545 feet from the mouth of the river. At this distance, the depth was 8 feet at lowest water. The minimum depth observed on the bar was 6·5 feet.

It was considered advisable to have the dredge *Manitoba* do only sufficient work to afford immediate relief by giving a navigable depth at lowest water of 7 feet, with the idea of continuing the work later on and thereby enable the dredge to do work contemplated at Oak Point and Siglunes.

During the period from July 12 to August 13, some 4,718 cubic yards of clay and sand were removed, giving a navigable depth of at least 7 feet at lowest water. Considerable delay occurred from heavy winds.

On August 13 and 14, dredge *Manitoba* removed some 990 cubic yards of sand and clay in giving a greater depth of water at the Manitoba Gypsum Company's loading dock at Totogan on the White Mud river.

The total expenditure on the above work has been $1,105, making a cost per cubic yard of 19·4 cents.

DREDGE VESSEL REPAIRS.

The customary annual dredge vessel repairs were made during the season. The expenditure to put dredge *Winnipeg* in such shape that she would last throughout the season was considerable.

On dredge *Assiniboine,* the greater portion of the expenditure was on account of new agitator, pump runner, and rubber discharge sleeves.

The expenditure on dredge *Manitoba* practically covers the repairs for two years, owing to the late opening of navigation in 1909 and early opening in 1910 bringing both outlays for repairs in the same fiscal year. The dredge has been hauled out, planked over and caulked.

The summary of dredge vessel repairs is as follows:—

	Labour.	Materials.
Dredge *Assiniboine*	$ 119 00	$1,018 20
Dredge *Winnipeg*	1,060 88	572 37
Dredge *Manitoba*	636 35	312 10
Dredge *Crane*	20 00	
Tug *Victoria*	56 00	82 08
	$1,892 23	$1,984 75

Total expenditure to March 31, 1910, is $3,876.98.

NEW DREDGING PLANT—GENERALLY.

The expenditure for the fiscal year ended March 31, 1910, has consisted of:—

New dredge 'Winnipeg.'—The construction of this dredge was gone on with during the year, although considerable delay occurred in the shipment of machinery from Ottawa. It is expected that this dredge will be in commission by the end of June.

Labour	$2,967 93
Materials	5,906 39
	$8,874 32

Dredge 'Assiniboine.'—Two new Scotch type boilers were installed during the month of April. The expenditure on this account was:—

Labour, installing	$ 215 87
Boilers and fittings	4,719 20
	$4,935 07

New Dump Scows.—The construction of two new 60-yard, centre, dump scows, was completed during the month of May. These scows were commenced during the previous year and are for service with dredge *Winnipeg*:

Labour	$1,557 95
Material and supplies	1,118 39
	$2,676 34

New Dump Scow.—A new 60-yard dump scow was started during the month of February. This scow is to be used with dredge *Winnipegosis*, now being fitted up for

the dredging required at the mouth of the Mossy river. It is expected that this scow will be completed by the end of May. The expenditure to the end of the fiscal year, on account of this scow has been: materials, $606.89.

New Dump Scow, Lake Manitoba.—The construction of a new 60-yard dump scow for use with dredge *Manitoba* was undertaken in the month of January. This scow will be completed in time for the opening of navigation:—

Labour	$ 311 00
Materials	1,992 71
	$2,303 71

The summary of expenditures on new dredging plant, chargeable to the appropriation of 'New Dredging Plant—Generally' has been:—

Dredge *Winnipeg*	$8,874 32
Dredge *Assiniboine*	4,935 07
New Dump Scows (Selkirk)	2,676 34
New Dump Scow (Lake Winnipegosis)	606 89
New Dump Scow (Lake Manitoba)	2,303 71
Total	$19,396 33

Tug 'Victoria.'—Repairs, alterations and new equipment:—

Labour	$ 190 75
Supplies	615 08
	$ 805 83

Tug 'Lisgar.'—Construction of a new tug, 50 feet long and 13 feet beam, to serve as tender for new dredge *Winnipeg* for river and shallow draught work. The engines taken out of tug *Victoria* some years ago have been installed in this boat, the greatest item of expenditure being the purchase of a new boiler:—

Labour	$ 715 60
Supplies	1,610 76
	$2,326 36

Coal Storage Pockets.—A coal storage pocket of a capacity of 100 tons has been constructed at Selkirk, which, it is expected, will greatly economize on the handling of coal for our vessels:—

Labour	$ 546 25
Material and equipment	1,067 72
	$1,613 97

A gantry for the purpose of raising tugs and scows for minor repairs has been constructed at the Selkirk shipyard. In the past, considerable expenditure has been incurred in hauling out our tugs for repairs to propellers on the marine slip controlled by private parties:—

Labour	$ 269 50
Materials	252 40
	$ 521 90

New Office.—A new office and storeroom for the general foreman was erected at the Selkirk shipyard:—

Labour	$ 168 50
Material and supplies	440 42
	$ 608 92

PROVINCE OF BRITISH COLUMBIA.

FRASER RIVER.

The dredge *King Edward* was employed at various places on the Fraser river from April 1 to November 29, 1909, as follows:—

From April 1 to June 12, the dredge worked at Annieville bar pumping material on each side of the groynes; the dredging was not done in the channel as it was too far from the place where the material was wanted. These groynes have had the desired effect of deepening the channel to 22 feet at low water which is 8 feet deeper than it was before the work was started on these groynes.

The total amount of material dredged was 188,650 cubic yards.

From June 12 to July 23, the dredge underwent repairs.

On June 27, the dredge was nearly ready to commence dredging and was lying at the government wharf at Sapperton, but about 9 o'clock in the morning a boom of logs broke adrift up the river and came down on the dredge and sunk a scow which was lying just ahead of the dredge with the suction pipe resting on it. There was a strong current, the river being in flood, and the logs piled up on the scow and carried away the suction pipe, boom and a frame, making a complete wreck of the headgear, and it was not until July 23 that the repairs were completed.

From July 23 to 26, the dredge deepened the channel in front of the Oilery, removing 3,950 cubic yards of material.

On July 27, dredged in front of the Dease Island cannery wharf, removing 5,600 cubic yards.

From July 28 to October 6, the dredge worked at Ladner, cutting a channel 2,000 feet long, averaging 175 feet wide, 10 feet deep at low water, from the main channel up to the wharf. The total quantity of material removed was 161,200 cubic yards.

From October 7 to October 26, the dredge was employed cutting a channel into Burr's landing from deep water in the main river, when some necessary repairs had to be made; these were completed on October 31, when the dredge returned to Burr's landing and worked there until November 9. This cut is about 1,000 feet long, 150 feet wide and 10 feet deep at low water. The quantity of material removed was 50,400 cubic yards.

From November 9 to November 30, the dredge underwent repairs and the plant was put in order to go to Nanaimo.

The total expenditure for dredging on the Fraser river during the fiscal year ended March 31, 1910, is $23,478.24.

SAND HEADS.

The dredge *Fruhling* was purchased in Germany for the special purpose of deepening the channel through the sand heads of the Fraser river and has been kept at work there since April 1, 1909, with the exception of two days' work at the Annieville

bar, May 3 and 4, and nine days at Chemainus from August 17 to 25, where she was employed in deepening the water in front of the saw mill.

From April 1 to 9, the dredged worked, deepening the channel between No. 2 red buoy and No. 5 black buoy.

From April 10, the dredge was tied up by the owners until May 2, when it was formally taken over by the department.

On May 3 and 4, the dredge worked at Annieville bar, removing 8,800 cubic yards of material from the channel.

From May 4 to June 21, the dredge worked at the sand heads between No. 2 red and No. 5 black buoys.

From June 22 to August 16, was under repairs, new liners, &c., put in pumps, &c.

On August 16, dredging was again started at the sand heads, but as it was the fishing season, it was found almost impossible to work so as not to interfere with the nets, and on the 17th the dredge was sent to Chemainus to work in front of the saw mill wharfs; quantity of material removed was 13,200 cubic yards of sand and gravel.

On August 25, the dredge returned to the sand heads and worked until November 25.

From November 26 to December 19, was placed under repairs.

On December 20, returned to sand heads and worked between No. 2 red and No. 5 black buoys until January 27, when some small repairs were made; these were completed on February 7 when dredging was resumed and continued without delay until March 31.

The total quantity of material removed during the year was 801,180 cubic yards.

The total cost of operating the dredge *Fruhling* for the year ended March 31, 1910, exclusive of cost of repairs, was $30,360.05.

NEW DREDGING PLANT.

The only expenditure under this head was in connection with the dredge *Fruhling* in payment of wages, supplies, &c., during her trial and pending her acceptance by the department. The expenditure amounted to $1,873.17.

STATEMENT of Work done by Dredges in British Columbia in 1909–10, showing quantity of material dredged, cost per cubic yard, cost of repairs to dredges, tugs and scows, and number of days occupied in dredging, repairing, &c.

Name of Dredge.	Cost of Operating.	Cost of Repairing.	Total Cost.	Quantity of Material Dredged.	Cost per Yard.	Number of Days Dredging.	Number of Days Repairing.	Holidays and Delays.	Total Days.	Quantity of Material Dredged per Working Day.
	$ cts.	$ cts.	$ cts.	Cub. yds.	Cts.					
King Edward	34,028 24	2,297 03	36,325 27	625,670	5·7	188	70	107	365	3,328
Fruhling	30,360 05	3,634 11	33,994 16	801,180	4·2	160	76	129	365	5,007
Ajax	28,294 99	10,613 43	38,908 42	163,700	23·7	191	72	102	365	857
Mud Lark	20,964 64	13,181 04	34,145 68	127,000	26·8	195	84	86	365	651

DREDGE 'PELICAN.'

The *Pelican* was put in commission on March 29, and was engaged until June 9 in cutting a channel through the lower bar on Little river, then moved to the head of the South Thompson, where she was occupied in dredging until the end of the month; then moved to Salmon Arm where the approach to the wharf was deepened.

On September 1, she was moved to Tappan hatchery to do some dredging for the Marine and Fisheries Department and was employed there until March 5, 1910, cutting a channel about 3 feet deep at low water from deep water towards the hatchery, 1,250 feet long and about 60 feet wide.

The quantity of material removed in doing the above work was about 48,000 cubic yards, and consisted pretty much of heavy clay.

The expenditure for the fiscal year ended March 31, 1910, was $9,281.32.

DREDGING PLANT UNDER THE CONTROL OF THE DEPARTMENT OF *PUBLIC WORKS*, 1909.

MARITIME PROVINCES.

'St. Lawrence' self-propelling elevator dredge.

Length over all, 170·0 feet; beam, 30·0 feet; least working depth, 8·5 feet; greatest working depth, 28·0 feet.
Capacity of hopper, 350 cubic yards.
Daily dredging in hard material, 350 to 700 cubic yards.
" " ordinary earth, 750 to 1,000 cubic yards.
" " soft earth, 1,050 to 1,400 cubic yards.

'Canada' self-propelling elevator dredge.

Length over all, 130·0 feet; beam, 20·0 feet; least working depth, 7·0 feet; greatest working depth, 16·0 feet.
Capacity of hopper, 90 cubic yards.
Daily dredging in hard bottom, 180 to 270 cubic yards.
" " ordinary material, 180 to 360 cubic yards.
" " soft material, 360 to 450 cubic yards.

'Prince Edward' spoon dredge.

Length, 80 feet; width, 28 feet; greatest working depth, 21 feet.
Daily rate of dredging in hard material, 300 cubic yards.
" " ordinary material, 500 cubic yards.
" " soft material, 700 cubic yards.
Number of accompanying dump scows or barges, 3.
Capacity of bucket or spoon, 1½ cubic yards.

'Geo. McKenzie' spoon or dipper dredge (wooden hull).

Length, 90 feet; width, 28 feet; greatest working depth, 22 feet.
Daily rate of dredging in hard material, 350 cubic yards.
" " ordinary material, 500 cubic yards.
" " soft material, 600 cubic yards.
Number of dump scows or barges used, 3.

'Cape Breton' boom and dipper dredge (steel hull).

Length, 91 feet; beam, 36 feet; greatest depth, 34 feet.
Daily rate of dredging in hard material, 1,000 cubic yards.
" " ordinary bottom, 1,500 cubic yards.
" " soft bottom, 2,000 cubic yards.

The clam shell dredge 'New Brunswick' (wooden hull).

Length over all, 90 feet; width, 25 feet; greatest working depth, 17 feet.
Daily rate of dredging in hard material, 180 cubic yards.
" " ordinary material, 300 cubic yards.
" " soft material, 650 cubic yards.

The 'W. S. Fielding' combined elevator and hydraulic hopper dredge.

Length, 250 feet; beam, 42 feet; depth, 18 feet; working depth, 60 feet.
Capacity of hoppers, 1,000 cubic yards.
Daily output of buckets, 2,600 yards.

The spoon dredge 'Montague' (steel hull).

Length over all, 90 feet; width, 37 feet 8 inches; draught, 5 feet 6 inches; greatest working depth, 28 feet.
Daily rate of dredging, 10 hours, 1,000 cubic yards.
Number of barges used (each 72 feet long 19 feet 8 inches wide, depth 7 feet). 2.

The sand pump dredge 'Northumberland' (steel hull).

Length, 130 feet; agitator, 65 feet; width, 52 feet; draught, 7 feet; working depth, 40 feet.
Daily working capacity, 4,000 cubic yards in ten hours.

'Nereus' dredge (steel hull).

Length, 159¼ feet; breadth, 28 feet; depth, 10·2 feet; draught loaded, 13 to 14 feet; empty, 9 feet aft and 4 feet forward.
Hopper capacity, 513 cubic yards. Triple expansion engines and electrical equipment.

Tug 'Helena.'

Length, 111 feet; beam, 23 feet; hold, 13 feet; horse-power, 87.

Tug 'Hercules.'

Length, 73 feet; breadth, 20 feet; hold, 8 feet 2 inches; net tonnage, 24; gross tonnage, 87; horse-power, 50 (Sc.).

Tug 'Cricket.'

Length, 36·5 feet; beam, 7·3 feet; draught, 3·10 feet; horse-power, 4.

Tug 'Rona.'

Length, 85·0 feet; beam, 19·3 feet; draught, 8·0 feet; horse-power, 25.
One pile driver, with boiler and engine mounted on scow.
One stone lifter with large grips (no boiler).
There are two (2) steel hopper barges of 200 cubic yards capacity under contract for the dredges in the maritime provinces.

QUEBEC AND ONTARIO.

'Queen' dipper dredge.

Length, 65·3 feet; beam, 25 feet.
Greatest working depth, 17·0 feet.
Daily rate of dredging in hard material, 300 cubic yards.
" " ordinary material, 400 cubic yards.
" " soft material, 600 cubic yards.
(Dredge attended by tug *Sensation* and two dump scows of 30 cubic yards capacity.)

'Nipissing' dipper dredge.

Length, 70·7 feet; beam, 25·0 feet; greatest working depth, 20·0 feet.
Daily rate of dredging in hard material, 300 cubic yards.
" " soft material, 800 cubic yards.
" " ordinary material, 500 cubic yards.
Capacity of bucket, 3 cubic yards.
(Attended by tug *Delisle,* 2 dump scows and 1 coal tender.)

'Ontario' dipper dredge.

Length, 75·0 feet; beam, 25·0 feet; greatest working depth, 22·0 feet.
Daily rate of dredging in hard material, 300 cubic yards.
" " ordinary material, 500 cubic yards.
" " soft material, 800 cubic yards.
(Attended by tug *Sir John* and 2 dump scows.)

'Challenge' dipper dredge.

Length, 70·5 feet; beam, 25·0 feet; greatest working depth, 21·10 feet.
Daily rate of dredging in hard material, 300 cubic yards.
" " ordinary material, 500 cubic yards.
" " soft material, 800 cubic yards.
(Attended by tug *Trudeau* and 2 dump scows.)

'St. Louis' spoon dredge.

Length, 50·0 feet; beam, 14·0 feet; greatest working depth, 12·0 feet.
Daily rate of dredging in hard material, 50 cubic yards.
" " soft material, 300 cubic yards.
(Attended by tug *Daisy* and 2 dump scows.) Used only in light work.

Twin stone lifter (catamaran.)

Length of each wooden hull, 42·0 feet: beam of each wooden hull, 8·5 feet: distance between hulls, 7·0 feet.

'Reserve' wooden scow.

Length, 59·0 feet; beam, 17·0 feet; capacity, 100 tons.

'Sir Richard' dredge.

Length, 80·0 feet; beam, 28·0 feet; greatest working depth, 22·0 feet.
Daily rate of dredging in hard material, 300 cubic yards.
" " ordinary material, 500 cubic yards.
" " soft material, 800 cubic yards.
Capacity of bucket, 3 cubic yards.
(Dredge attended by tug *St. Paul.*)

Dredge 'Industry.'

Length, 125 feet; beam, 43 feet; greatest working depth, 35 feet.
Daily rate of dredging in soft material, 3,000 cubic yards.
" " ordinary material, 2,000 cubic yards.
" " hard material, 1,500 cubic yards.

Dredge 'Quebec.'

Length, 108 feet; beam, 36·8 feet; greatest working depth, 40 feet.
Daily rate of dredging in soft material, 4,000 cubic yards.
" " ordinary material, 2,700 cubic yards.
" " hard material, 1,800 cubic yards.

Dredge 'No. 3.'

Length, 60 feet 10 inches; beam, 22 feet 10 inches; greatest working depth, 14 feet.
Daily rate of dredging, ordinary material, 400 cubic yards.
Capacity of bucket, 1 cubic yard.

'Richelieu' dredge.

Length, 70·0 feet; beam, 22·0 feet.
Daily rate of dredging in ordinary material, 400 cubic yards.
(Attended by tug *Ottawa* and 2 dump scows.)

'Steam stone lifter' centre well.

Length, 25·0 feet; beam, 23·0 feet; depth, 4·0 feet.
(Attended by 130-foot scow as coal tender.)

'St. Maurice' dredge.

(A small dredge used on the River St. Maurice only.)
Tug *Annette* and stone lifter.

'Lake St. John' dredge.

Length over all, 75 feet; width, 25 feet; draft, 2½ feet; greatest working depth, 18 feet.
Tug *Marie-Louise* on Lake St. John.

'International' dipper dredge.

Length, 109·6 feet; beam, 41·0 feet; greatest working depth, 60·0 feet.
Daily dredging in hard material, 1,000 cubic yards.
" " ordinary material, 1,500 cubic yards.
" " soft material, 2,000 cubic yards.

'Progress' dredge.

Length, 90·10 feet; beam, 39·2 feet; greatest working depth, 30·0 feet.
Daily rate of dredging in hard material, 500 cubic yards.
" " ordinary material, 1,000 cubic yards.
" " soft material, 1,500 cubic yards.
(Dredge attended by tug *Monitor* and 3 scows.)

'Mattawa' dipper dredge.

Length, 75·0 feet; beam, 25·0 feet; greatest working depth, 25·0 feet.
Daily rate of dredging in ordinary material, 1,000 cubic yards.
(Dredge attended by tug *Catherine* and 2 dump scows.)

'Deschenes' dredge.

Length over all, 50 feet; beam, 20 feet; draught, 2 feet 6 inches.
Capacity of bucket 1¼ cubic yards. Least working depth, 6 feet, greatest, 16 feet.

'No. 5' dredge.

Length over all, 77 feet 4 inches; beam, 24 feet; draught, 9 feet.
Capacity of bucket, 3 cubic yards. Least working depth, 10 feet; greatest, 24½ feet.

'Dredge No. 1' on River St. Louis Feeder.

Length, 55·0 feet; beam, 20·0 feet; greatest working depth, 12·0 feet.
Daily rate of dredging, 300 to 400 yards.

Dredge 'No. 2' dipper dredge.

Length, 60·0 feet; beam, 22·0 feet; greatest working depth, 14·0 feet.
Daily rate of dredging, ordinary material, 400 cubic yards.

Dredge 'No. 6' dipper dredge.

Length, 97 feet; beam, 36·4 feet; greatest working depth, 35 feet.
Daily rate of dredging, ordinary material, 1,500 cubic yards.

(Tugs *Speedy, Montmorency, Blanche.* Schooner *Rutherford.*)

MANITOBA.

'Winnipeg' dipper dredge.

Length, 71·0 feet; beam, 25·0 feet; greatest working depth, 20·0 feet.
Daily rate of dredging in hard material, 300 cubic yards.
" " ordinary material, 500 cubic yards.
" " soft material, 800 cubic yards.

'Manitoba' dipper dredge.

Length, 60 feet; beam, 24 feet.
(Dredge attended by tug *Victoria* and two dump scows.)

'Priestman' barge and clam-shell dredge.

A small dredge, old and not much good.

'Crane' orange peel dredge.

A scow fitted up as a dredge.

'Assiniboine' dredge.

Length, 50 feet; width, 30 feet, and depth 4·5 feet.
Orange peel bucket, 1½ yard capacity.

Tug 'Lisgar.'

Length, 50 feet; beam, 13 feet.

SASKATCHEWAN.

'Last Mountain Lake' dredge (dipper dredge).

Length, 66 feet; beam, 24 feet 8 inches; greatest working depth, 18 feet.
Daily output, ordinary material, 400 cubic yards.
Capacity of dipper, ¾ cubic yard.

BRITISH COLUMBIA.

'King Edward' propelling hydraulic dredge.

Length, 125 feet; beam, 32 feet; greatest working depth, 40 feet.

'Mud Lark' dipper dredge.

Length, 90 feet; beam, 30 feet; greatest working depth, 40 feet.
Daily rate of dredging in hard material, 300 to 400 cubic yards.
" " ordinary material, 500 to 600 cubic yards.
" " soft material, 800 cubic yards.
(Dredge attended by tug *Princess* and three dump scows.)

'Nakusp' self-propelling dipper dredge.

Length, 80 feet; beam, 25 feet; boom, 50 feet; dipper capacity, ¾ foot.

'Fruhling' hydraulic hopper and suction dredge (steel hull).

Length, 187·0 feet; breadth, 34·6 feet; moulded depth, 14·9 feet; draft, loaded, 13·1 feet; dredging depth, 45·0 feet.
Capacity of hoppers, 785 cubic yards.
Load capacity, 1,000 tons.
Indicated horse-power, 1,000.
Speed, loaded, 9 knots.
Speed, light, 12 knots.
Rate of dredging, 1,500 cubic yards per hour.

Dredge 'Ajax.'

Length, 110 feet; beam, 38 feet; least working depth, 14 feet; greatest working depth, 40 feet.
Daily output from 800 to 1,400 cubic yards, according to nature of material.

Dredge 'Pelican.'

Length, 58 feet; beam, 24 feet; draws about 1 foot 6 inches water.
Orange peel bucket; will work in any depth of water.
Daily output, about 200 cubic yards.

Snag boat 'Cygnet.'

Length, 100 feet; beam, 27 feet; draws about 3 feet 2 inches water.

Snag scow on Naas River.

Length, 60 feet; beam, 20 feet 6 inches; depth, 4 feet 6 inches; draws about 2 feet of water.

Tug-boat 'Muskrat II.'

Length, 80 feet; beam, 20 feet.

'Samson' snag boat.

Length, 115 feet; beam, 30 feet.

'Petrel' and tender.

Length, 85 feet; beam, 17 feet; horse-power, 280.

DRY DOCKS.

The Dominion government owns and operates three dry docks, viz.: the Lorne dry dock, at Lévis, province of Quebec; the Kingston dry dock, at Kingston, province of Ontario; and the Esquimalt dry dock, at Esquimalt, near the city of Victoria, in British Columbia.

LEVIS DRY DOCK.

During the past fiscal year, the dock was maintained in an efficient manner. There were 26 vessels docked during the year; the revenue amounted to $18,951.43, and the expenditure to $14,846.61.

KINGSTON.

During the year ended March 31, 1910, the dock was kept in good condition, the usual repairs and improvements only having been made.

Number of vessels docked	59
Total tonnage	37,295
Number of days dock was occupied	240

The dues collected amounted to $14,488.84, and the expenditure on staff, fuel, light, labour and supplies for repairs was $6,604.03.

ESQUIMALT.

The dock was occupied 96 days during the year; 20 ships were docked for cleaning, painting and repairs, and the total revenue collected was $12,572.36.

The above shows a much smaller revenue than that for the two previous years and is largely due to the fact that a dock has been established at Seattle, which offers a special rate to ships that require cleaning and painting only, so that during the past year, very little business of that class has been secured for Esquimalt.

Besides docking and undocking ships, the staff has been employed stripping the shingles from the roofs of engine room and lavatories and replacing the same with corrugated iron roofing; clearing out caisson recess, repairing, scraping and painting outside of caisson, chipping and painting lower chamber of caisson and top gate; completing the grading of circular head so that extra space has been gained for piling shored planking, &c.; renewing the sills under the office, stable and hose reel houses.

The plant is now, and is at all times, kept clean and in readiness to undertake any business that may offer.

The amount expended during the year ended March 31, 1910, was $14,996.82.

RIVIÈRE DU LIÈVRE LOCK.

This lock is situated at Poupore, on the Rivière du Lièvre, 12 miles above Buckingham, in the county of Labelle. It is built to overcome the Little Rapids at that place and to drown the Long Rapids above, thus giving slack water navigation as far as High Falls, a total distance of 24 miles from Buckingham.

Repairs and improvements to the lock and dam here during the season included:—Sheeting of upper end of slide piers with 6-inch tamarack; altering and replacing wrought iron corner plates of said piers; restoring eroded back-fill of lock wall; purchasing crab winch for movable boom and repairing old winch; constructing new boom pier; extending dock pier an extra 30 feet upstream. This was done intermittently by day labour at a cost of $1,744.13.

Expenditure for fiscal year ended March 31, 1910, is $2,841.81.

YAMASKA LOCK.

In 1886, a lock and dam was constructed at Ile Cardin, on the Yamaska river, 1¾ miles below the village of St. Michel d'Yamaska. The lock gives a lift of 5¾ feet.

During the low water season, the main dam was repaired, also the eastern pier of the lock, by renewing the covering and sheathing and placing some stone rip-rap.

The expenditure for the fiscal year ended March 31, 1910, may be summarized as follows:—

For staff and maintenance	$1,720 53
For repairs	768 40
	$2,488 93

SLIDES AND BOOMS.

The Dominion government owns and operates slides and boom works, built to facilitate the passage of square timber, round logs, flatted and dimension timber, &c., on the River Ottawa and tributaries; on the St. Maurice river; the Saguenay river, and at Fenelon Falls and Burleigh Falls on the Trent river.

In the subjoined reports, the superintending engineers of the river works, Messrs. G. P. Brophy, F. X. Lefebvre, and J. C. Tachè, give particulars relative to the construction, improvements and repairs carried out under their supervision on government slides, booms, piers, dams, streams, buildings, &c., during the fiscal year; the expenditure incurred for staff, maintenance, improvements, &c.; the quantities of the various descriptions of timber that pass through their works, and other information of general interest and utility to lumbermen and the public at large.

REPORT ON THE OTTAWA RIVER WORKS.

(By G. P. Brophy, Superintending Engineer.)

The Chief Engineer,
Department of Public Works,
Ottawa.

OTTAWA, April 30, 1910.

SIR,—In compliance with the request contained in your circular letter of March 2 last, I have the honour to submit herewith the following report on the works under my charge, for the fiscal year ended March 31, 1910.

ORDINARY REPAIRS—STATIONS ON OTTAWA RIVER—MAIN STREAM.

North Chaudière Station.—At the upper slide, the gains for the stop-logs, where the timbers were gouged out, were filled with oak plank; the bottom of slide and pier on north side at outlet were repaired, and an iron-sheathed stop-log was made for the bulk-head.

The outlet of the lower slide was laid with timber 30 feet in length, to which were fastened iron straps to prevent abrasion. The upper portion of the pier dam at lower basin, which was damaged by the spring freshet, was rebuilt. This dam is 85 feet in length, 10 feet in width, and the part rebuilt is 4 feet in height.

The front and top are covered with hemlock plank, 3 inches in thickness, and a footway was built at the rear of the dam supported by uprights set in the body of the pier in order to give access to the bulk-heads of waste gate and slides. The stringers of waste gate were repaired, and additional stone was placed at the approaches to the bulk-head over western regulating sluiceway.

South Chaudière Station.—At this station, the buildings were kept in an efficient state of repair; the boom fastenings were repaired, and during the winter, ice was cut from around the booms and aprons to protect them from damage as the water in the channels rose and fell.

Cheneaux Station.—The only expenditure here was for paint, oil, and turpentine for the usual repairs to the boats.

Joachim Station.—The outlay at this station was quite trivial, and was for expenses in connection with the inspection of the slides, booms and piers.

TRIBUTARIES OF OTTAWA RIVER.

Gatineau River.—The floor of the bridge over the old canal was covered with 3-inch hemlock plank. This bridge is 78 feet long, and the material was laid on top of the old floor, the width so covered being 14 feet. The guard railing was also renewed in many places, and braces were placed to stiffen the posts where the latter were defective. The top of the 'trip pier,' just below the Canadian Pacific Railway Company's bridge, was raised three courses. The pier is 35 feet long and 20 feet wide, the new portion being filled with stone ballast. Stone was deposited around the foundations of the pier at upper end of main boom, to prevent the bottom from being scoured. During the spring months, the usual precautions were taken to protect the booms when the ice was moving off the river. The plank covering of the booms was patched, and new pickets and screw bolts were provided to give increased rigidity. The fences,

storehouses and station-house were kept in good order, and the boats and scows were repaired and painted.

Madawaska River.—At Arnprior station; the bulk-head and support piers of the slide were repaired. The pier on east side is 12 feet in width, and was built for a height of 8½ feet from the water's edge, and that on west, also 12 feet in width, for a height of 4 feet. Two cords of stone were placed in these piers. Four stringers of 10 by 10-inch timber were put into the bulk-head, and the planking on top, 37 feet by 13 feet, was renewed. A guard railing was built at both ends and in front of the bulk-head platform, the supports for the crab-frame were repaired and four stop-logs of 10 by 13-inch timber were made for the slide.

At Flat Rapids station, a break in the dam on south side of the river was repaired. Three stringers, three ties and 18 cubic yards of stone were placed in the body of the dam, and 528 superficial feet were covered with 6-inch plank.

At High Falls station, the main guide boom was broken during the spring of 1909. When the water fell sufficiently, temporary repairs were made to this boom, also to the piers which support it and to the main governing dam. Later on, the boom was hauled out of the water, taken apart and rebuilt. The boom is a stiff one, four sticks wide at bottom and two at top, the timbers being 14 inches square. The joints are well broken and the timbers are fastened both ways at intervals of 10 feet with 1½-inch screw bolts, the top being sheeted with 2-inch pine plank. The length of the section of boom so treated was 100 feet.

The bottom of the slide, immediately below the stop-log checks, was laid with 6-inch red pine plank, and ten stop-logs were made for the upper bulk-head.

At Chain Rapids station, worn out ends of boom sticks were sawn off, the holes were bored further up in sound timber for the chains which connect the different members of the boom, and several of the chains were renewed.

Coulonge River.—At High Falls station, the foundations of the flat dam, across channel adjacent to slide entrance, having become undermined by the action of the water in springtime, the damage had to be made good. A cofferdam was built to close out the water, the missing timbers were replaced, and about seven cords of stone were placed in the substructure. In order to give easy access to the slide, a platform 2 feet in width was built along this dam. The face of the main governing dam was covered with 10-inch timbers, 16 feet in length, for a width of 13 feet. The glance pier on north side at entrance to slide was rebuilt and filled with stone. The platform of the bulk-head was repaired; the uprights for the apparatus used in hoisting the stop-logs were renewed, and the steps leading to slide and also those leading to guide boom were both rebuilt. The top timbers of two of the piers supporting the guide boom were repaired, these having been displaced by spring freshets. The slide was thoroughly overhauled from end to end. Ten posts of 10 by 10-inch timber, varying in length from 16 feet to 25 feet, with ends resting on seats cut in the solid rock, were set to support the superstructure. At eight different stations the slide was blocked up to grade, 39 cross sills and 99 posts with braces were replaced, and in many places the sheeting in sides and bottom was patched. At other sections, stretches were covered with entirely new material. Four hundred lineal feet of foot-boards were renewed where the old walk was decayed. At places where the slide is of a great height, it is advisable to provide increased security to guard against bodily displacement of the slide structure owing to constant oscillation which is present when operations are in progress, so two additional stay chains were provided for this purpose. One end of the chain is attached to a ring bolt sunk in the rock and the other end to an eye bolt which is secured to the longitudinal timbers of slide.

Black River.—At High Falls station, a section of the slide just below the entrance piers was taken down and built in the new. The structure at this point passes over a deep gulch or ravine, and was formerly carried upon timber bents, three tiers in height. Some years ago, stone was thrown around the foundations filling the space to the level of the top of the second bent, which greatly improved matters, but as the vibration was always great, the upper portion having gradually shifted to such an extent that the slide had become far too much out of alignment, and serious damage was likely to result if the prevailing conditions were allowed to exist. A pier of cribwork was built, resting partly upon the top of second tier of bents, and partly upon the stone 'fill,' which provided a foundation for the bents to support the superstructure. This pier is 88 feet long, 16 feet wide at base, 13 feet at top, and from 6 feet to 8 feet high. It is filled with stone, and an opening was left in its base to provide proper drainage for waste water issuing from head works. The bents, standing on the pier, are eleven in number, range from 5 feet to 10 feet in height, and sustain the weight of the slide. The superstructure, consisting of longitudinal stringers, cross-sills, posts, braces and sheeting, was also built of new materials. At another place, about 150 feet from bulk-head, 10 posts and the necessary sheeting were placed. Near the outlet of slide, iron bars in the sides and bottom were taken off and re-set, the sides at bends were braced, and worn-out timbers were reinforced with maple plank. Several lengths in different parts of the guide boom leading to slide, which were water-logged, were replaced. Two stay piers, each 6 feet by 8 feet and 4 feet high, were built on the shore, and new braces were placed to keep the boom in its proper position.

Petewawa River.—In the spring of 1909, the works on this tributary suffered very severely. At the lower stations, the slides and piers were considerably wrecked and dislodged.

At Crooked Chute, the central part of the main governing dam was broken away, and the guide booms at entrance to slide were carried over the chute. The works at the other stations suffered damage to a much lesser extent.

At First Chute station, the head piers of slide having been sprung out of place had to be re-set. Two plates of iron, each 4 feet by 8 feet, were placed on the corners of the piers at entrance to slide. Five pieces of timber and new sheeting were also placed on the governing dam to the north of slide.

At Second Chute station, a portion of the main governing dam, 62 feet in length, was built and sheeted with 6-inch pine plank 12 feet long. The timbers of the pier on north side at outlet of slide were renewed, and missing stone filling was supplied.

At Third Chute station, two piers which support the sorting boom were replaced. They are situated a short distance above the entrance to channel for logs and timber; one is 15 feet by 16 feet and 9 feet high, being on the shore while the other is 17 feet square and 17 feet high, standing in 8 feet of water. A portion of the long glance pier on north side, above Canadian Pacific railway bridge, was repaired. The part built new is 40 feet in length, 12 feet in width and 9 feet in height. The sheeting on other piers at this station was also patched where defects had occurred.

At Crooked Chute station, a section of the main dam, 50 feet long, was reconstructed from its foundations, and the remaining parts were patched and strengthened. The guide boom at entrance of slide was also overhauled. This is 500 feet in length, of which 350 feet were built in the new. The old parts were repaired by splicing and the addition of screw bolts and cross fenders. The piers for the guide boom were rebuilt from the water's edge. They are each 17 feet square and 8½ feet high above water. Mooring posts were placed in these piers and they are also well protected by timber fenders.

The retaining boom, about 2 miles above slide, was strengthened by placing cross fenders on top of timbers and inserting extra chains around ends of double lengths. A pier at lower end of this boom was built from low water mark. It is 18 feet square and 6½ feet above the water line.

At McDonald's station, the support pier for guide boom on north side was rebuilt from water level. The pier is 18 feet square, and the portion rebuilt is 8 feet in height. Two mooring posts and three fenders were placed on this pier and the boom was snubbed with ¾-inch chains. The double boom extending from above pier to slide entrance was placed in a good state of repair by removing old timbers and substituting new ones, for a distance of 150 feet. New cap pieces were placed on the boom and new timbers were fastened with 1¼-inch screw bolts. The single portion of boom from pier to shore, 209 feet in length, was also repaired and the ½-inch chains were replaced by ¾-inch, as the former proved too light.

On the south side, a mooring post was placed in the first pier. The main governing dam was patched and stone, brush and gravel were deposited along the front to stop leakage as much as possible.

At Cedar Lake station, two piers for guide boom on south side were rebuilt. The upper one is 18 feet square and the lower one 14 feet square, both being 7 feet above the water level. Four fenders and two mooring posts were put on the former, and one mooring post and two fenders on the latter. The guide boom, on both sides, at entrance to sluiceway, was strengthened by placing cap pieces well spiked to the timbers. The pier dam on north side was extended some 84 feet to shore, being 8 feet in width and 3 feet in height. The front is close-work, and brush and gravel were placed along upper side to make it water-tight. The flat dam to south of gate, 32 feet in length, was covered with red pine sheeting.

At the Blind Chenail, some 2 miles below outlet of Cedar lake, the pier dam was repaired. This is 197 feet long, 10 feet wide at bottom and 9 feet at top, and an average height of 7 feet. The front is built of close work, and brush and gravel were placed at its foundations for the purpose of retaining the water.

Dumoine River.—Three piers in connection with the guide boom at entrance to High Falls slide were built over. The upper one is located on the shore, and is 14½ feet square and 10 feet high. The intermediate one is 15½ feet square and was built from the water's edge, a height of 8 feet. The lower one, at east of feed gap, is 14 feet square, and was also built from water's edge, a distance of 7 feet in height. Six fenders of 6 by 9 inch were placed on three piers closer to slide entrance, to provide a suitable sliding surface from the booms. Two rollers were made for the bulk-head of the slide and waste gate, the former being 21 feet in length and the latter 14½ feet. Six lengths of guide boom were made and connected together by ⅞-inch chains; the upper end of the boom being held by a rock bolt of 1¾-inch iron set on the west bank of the river.

In the spring of 1909, the water in the Ottawa river and its tributaries was unusually high, higher than in any year since 1876, and in consequence, many of the works suffered considerable damage on account of the severe strain to which they were subjected. The water reached its maximum height about May 29, then fell steadily until the end of July, when, owing to the heavy rains, it rose much above normal and maintained a pitch above the average throughout the fall months.

The following statement, furnished by the Collector of Revenue of Public Works, shows the volume of business for the fiscal year:—

STATEMENT of the number of saw-logs, timber, &c., that passed through the government works (slides and booms) on the Ottawa river and its tributaries, during the fiscal year ended March 31, 1910:—

	Pieces.
Saw logs	4,507,687
Square timber	104
Boom and dimension timber	39,803
Cedars	76,508
Railroad ties	538,148
Fence posts	74,323
	5,236,572

Also 75,124 cords of pulpwood.

The revenue accrued on the above was $41,645.85.

In submitting the foregoing report, I have the honour to be, sir,

Your obedient servant,

GEO. P. BROPHY,

Superintending Engineer Ottawa River Works.

STATEMENT showing Expenditure for Repairs to Ottawa River Works, for Fiscal Year ended March 31, 1910.

Name of Work.	Province.	Electoral District.	Expenditure Apr. 1 to Nov. 30, 1909.		Expenditure Dec. 1, 1909, to Mar. 31, 1910.		Expenditure Apr. 1, 1909, to Mar. 31, 1910.	
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
North Chaudiere Station, Ottawa River	Quebec	District of Wright	200 75		1,259 46		1,460 21	
South " " , Ottawa River	Ontario	City of Ottawa	93 50		89 05		182 55	
Cheneaux Station, Ottawa River	"	South Riding County of Renfrew	6 00		.....		6 00	
Joachim " , Ottawa River	Quebec	County of Pontiac	14 85		.....		14 85	
				315 10		1,318 51		1,663 61
Gatineau River, Tributaries of Ottawa River	Quebec	District of Wright	211 25		301 69		512 91	
Madawaska " , Tributaries of Ottawa River	Ontario	South Riding County of Renfrew	39 42		852 95		892 37	
Coulonge " , Tributaries of Ottawa River	Quebec	County of Pontiac	499 39		1,059 97		1,559 36	
Black " , Tributaries of Ottawa River	"	" "	136 15		1,502 95		1,639 10	
Petewawa " , Tributaries of Ottawa River	Ontario	North Riding County of Renfrew and County of Nipissing	2,536 30		3,429 34		5,965 64	
Dumoine " , Tributaries of Ottawa River	Quebec	County of Pontiac	633 07		.....		633 07	
				4,055 58		7,146 90		11,202 48
								12,866 09

April 30, 1910.

JOS. KENT, *Accountant.*

REPORT ON ST. MAURICE RIVER WORKS.

(By F. X. Lefebvre, Superintending Engineer.)

Trois Rivières, April 25, 1910.

Eugène D. Lafleur, Esq.,
Chief Engineer, Department of Public Works,
Ottawa.

Sir,—In answer to your circular of March 2, 1910, I have the honour to submit the following report on the works executed under my supervision in the St. Maurice river during the fiscal year ended March 31, 1910.

LA TUQUE.

We did not quite complete the works on the wharf, as we had to stop on account of the rise of the water level which occurred so suddenly last fall in the St. Maurice river that it prevented us driving the bolts in the lower parts of the sheathing pieces of this wharf. A few days work next summer will be sufficient to complete same.

IMPROVEMENT TO THE CHANNEL BETWEEN GRANDES PILES AND LA TUQUE.

Last summer, the water level in the St. Maurice river was high during the full season and the largest boats that ply between Grandes Piles and La Tuque were able to navigate until the end of the season. Our dredge and our stone-lifter were in operation during the proper time and were very effective. We painted the beacons after repairing those partly destroyed by the wind or the snow. We placed the floating wharfs and the buoys in their proper places in the spring and put them in their winter quarters during the fall.

GRANDES PILES AND PETITES PILES.

From May 8 to 18, 1909, there was a water level rise of about 9 feet 6 inches when there were 800,000 logs at Grandes Piles; 400,000 on the side of La Pointe à Madeleine and 400,000 on the St. Jacques side. The booms at the Pointe à Madeleine resisted, but those on the St. Jacques side were broken by the pressure that was enormous at the spot, and the 400,000 logs that were in those booms, with the exception of 75,000 that we succeeded to retain at Petites Piles, were driven down the St. Maurice river to Pointe à Bernard at Shawinigan Falls, carrying down with them part of the Ste. Flore booms and part of those of Petites Piles over Grand Mère Falls.

To again close the retention booms at St. Jacques, at Ste. Flore and at Petites Piles, we were obliged to construct a spruce boom 100 feet long by 5 feet 10 inches wide, and five British Columbia fir booms, varying from 96 feet to 100 feet in length by 6 feet 6 inches to 6 feet 8 inches in width and another British Columbia fir boom of 60 feet long by 5 feet 10 inches wide.

Besides the above-mentioned large booms, we built for Grand Piles, 900 feet of booms 3 feet wide; 175 feet of 2 feet in width; one boom 99 feet long by 6 feet wide; one 99 feet long by 5 feet wide and one 60 feet long by 5 feet wide; all the above built of spruce timber.

We also built for Ste. Flore, 1,463 feet in length of spruce booms 3 feet in width and one 50 feet long by 6 feet 8 inches wide, made from British Columbia fir, taken out of booms which were broken in going over the Grand Mère Falls during spring of 1909. We rebuilt, at Grandes Piles, from low water line to the height of about 21 feet from the Pointe à Madeleine gauge, three piers that were very much deteriorated

and too low; we also built the foundations of a new pier to replace the No. 3 of St. Jacques des Piles, which was worthless.

SHAWINIGAN UPPER BAY.

Last fall, we built the concrete foundations of the dam at the head of the Shawinigan Falls log slide and heightened nine piers at Pointe à Bernard to the level of 200 feet by the Shawinigan Water and Power Company's water gauge and built the foundations of a new pier.

SHAWINIGAN LOWER BAY.

Last spring, the water had so badly undermined the northeast side of our property at the lower Shawinigan bay, that, to prevent the destruction of our stable there, we were obliged to build a dry wall of 49 feet long by 14 feet high on one side and 45 feet long by an average height of 11½ on the other side. We built 449 feet of single pine booms to lengthen the booms guiding the logs into the middle channel of the Grés Falls, for which coupling chains were supplied, besides 400 feet of ¾-inch guy chains and 600 feet of ½-inch guy chains.

The swift current, created by the high level of the river last spring, upset the pier situated below the Pigeon Island and it will necessitate the building of a new one there this year.

TROIS-RIVIÈRES.

We repaired three of the piers which form part of the set used for the main boom near the Canadian Pacific railway bridge.

We have done all the usual works in regard to the maintenance of the booms, and placed them all in position last spring, after having done the necessary repairs, opened or closed them in accordance to the demand of the lumber firms, and were placed last fall in winter quarters.

I have the honour to be, sir,

Your obedient servant,

F. X. LEFEBVRE,

District Engineer.

SAGUENAY RIVER BOOMS.

(By J. C. Taché, Superintending Engineer.)

E. D. LAFLEUR, ESQ.,

Chief Engineer.

SIR,—Saguenay booms are on the Saguenay river, about 6 miles above Chicoutimi.

For details of construction and general repairs see Public Works report 1908, page 333, from the year 1904-5 to the year 1907-8.

The work done during the year 1908-9, was the repairing of the booms which had been damaged on account of the extraordinary high water.

1,251 feet of booms were constructed in spruce; anchors and chains were bought.

Amount expended, $8,373.34.

The work done during the fiscal year 1909-10 was general repairs to booms, scows, row boats, and an extension to the boom master's house at Rivière aux Vases was erected; a mooring post was established on the north shore as the starting point on shore of the Saguenay booms.

I have the honour to be, sir,

Your obedient servant,

J. C. TACHE.

TRENT AND NEWCASTLE DISTRICT.

BURLEIGH FALLS.

Burleigh Falls, West Peterborough, is on the route of the Trent Valley canal. At this place there is a slide with training piers, &c., from which the department derives a revenue.

These slide works were maintained during the year at a cost of $100.

FENELON FALLS.

Fenelon Falls, Victoria county, is on the route of the Trent Valley canal. At this point there are slide works which are a source of revenue to the department.

These slide works were maintained during the year at a cost of $100.

BRIDGES AND ROADS.

It may be stated that, in the older provinces of the Dominion, the federal government has confined itself, as a rule, to take under its exclusive control and make provisions towards the construction and maintenance of important interprovincial road bridges and bridges required across waterways.

In the sparsely settled districts of the Northwest Territories, the government of Canada has undertaken to provide for the erection and maintenance of ordinary road bridges over large streams; bridges that are urgently needed to afford uninterrupted communication through trails and highways of national importance, which neither the municipalities to be more immediately benefited by the structures nor the territorial authorities most directly concerned, could be expected to erect and maintain at their sole expense.

During the last fiscal year, works have been executed on the following:—

ONTARIO AND QUEBEC.

BRIDGES AT OTTAWA, AND ROADWAY AND BRIDGE APPROACHES BETWEEN OTTAWA AND HULL. —ORDINARY REPAIRS.

Laurier Bridge.—The sidewalks at both ends of the approaches to this bridge, having become sagged owing to the settlement of the soft clay foundations were temporarily repaired until the permanent repairs are undertaken. Broken pieces of concrete were removed and the spaces were filled with pine plank, 2 inches in thickness.

Sappers' Bridge.—The sidewalk on the south side of this bridge was covered with 2-inch hemlock plank, the cross bunks being also renewed where decayed.

Chaudiere Slide Bridge.—The roadway of Chaudiere bridge over south Chaudiere slide and hydraulic channels was cleaned often; the gratings and drainage chambers were kept free from obstruction, and the concrete foundation for gratings at south end were repaired.

Union Bridge.—The portion of this bridge between the tracks and the western side was covered with 3-inch hemlock plank. In some places the oak under-floor was renewed where defects were found. The roadway was also cleaned frequently.

Hull Slide Bridge.—The only expenditure on this bridge was that incurred in keeping the roadway in a proper condition.

Roadway and Bridge Approaches Between Ottawa and Hull.—A new sidewalk was laid along this thoroughfare, from the entrance to Booth's dock northward to the stone dam, a distance of 320 feet. The walk is 7 feet wide of 3-inch pine plank, carried on bunks which rest upon the steelwork. The bunks were soaked in a preservative to lengthen their life as much as possible. A curb of 4 by 8-inch pine was laid along the walk, securely fastened to the iron standards. The pipes of the guard rail were strengthened and painted; the paving blocks were taken up and re-set to grade, and the roadway was cleaned at regular periods through the year.

During the winter months, ice and snow were removed from the sidewalks of the bridges and causeway leading to Hull, and when the walks were in a slippery condition, sand was spread over their surface to ensure the safety of those having occasion to use them.

INTERPROVINCIAL BRIDGE ACROSS OTTAWA RIVER AT RAPIDES-DES-JOACHIMS.

This bridge spans the Ottawa river at Rapides-des-Joachims, and portions of the approaches to the bridge across the main channel were damaged by the high water in the spring of 1909. The most damage was done at the Ontario end of the bridge, where a part of the retaining wall on the east side was torn away, thus allowing the interior filling to fall out. A new wall was built and suitable filling was deposited in the rear to make up the deficiency. A washout also occurred at the northern approach to the same bridge, on the island between the two bridges. This was properly filled in to place the roadway in a suitable condition to accommodate the travelling public. About 418 cubic yards of stone and 138 cubic yards of gravel were used in the execution of this work.

GRAND RIVER BRIDGE.

Grand river bridge is a highway bridge connecting the east and west banks of the Grand river at the village of York, in the county of Haldimand, and 5 miles from Caledonia, the nearest railway station.

On June 29, 1909, authority was received to expend the sum of $1,800 by day labour in renewing decking of Grand river bridge and making other necessary repairs.

The work involved, consisted of the complete removal of plankings, floor joists, snow-boards and placing additional knee-braces at end panel points of each truss There were originally seven 4-inch by 15-inch pine joists, planked with 3-inch pine, in each panel. This system has been replaced by one of five joists, four of which are 4 inches by 15 inches white pine, and the centre joist being a 10-inch 25 pound I-beam, all resting on the original joist supports and bolted to the floor beams. In leaving off the two outer joists the roadway has been reduced from 18 to 16 feet in width, which is sufficiently wide for the traffic. The new planking put on is 3-inch white oak with a crowning of ½-inch at the centre of the bridge.

A 4-inch by 12-inch white oak guard rail is carried by the base of the knee braces and the original snow-boards are bolted to the braces above the guard rail.

It was found impossible to secure prompt delivery of the steel I-beams required, and in consequence, active operations on this work were not commenced until November 10 and were continued until December 22, when, owing to bad weather and lack of material, work was suspended. It was again resumed on February 21 and completed on March 31, 1910.

In the execution of the above work, some 21,570 feet b.m. of white oak and pine, 12,037 lbs. of iron and 30 gallons of paint were used. The completion of this work leaves the bridge in excellent condition.

Total expenditure during the fiscal year 1909-10 is $1,823.29.

MATAPEDIA BRIDGE.

In 1908, the department was requested to build a bridge over the Restigouche river.

The Intercolonial railway thought it advisable to put in a new railway bridge, and both departments agreed on a transfer of the old railway bridge to the Matapedia road, which here connects the counties of Bonaventure, Que., with Restigouche, N.B.

The work of construction commenced in October, 1908, by building the western abutment of concrete, at an angle of 45 degrees with the centre line of the bridge; it is 33 feet wide, 21 feet high and 3 feet thick with a footing of 7 feet wide by 3 feet high, and two wing walls, 12 by 20 feet. Four additions built to the Intercolonial railway piers, 27½ feet long, 9 feet wide and 6·8 high have been constructed to the eastern abutment which is 22 feet wide and 12 feet high.

The re-erection of the iron superstructure was completed in November, 1909; it is an old style column bridge, built by the Phœnix Bridge Company for the Intercolonial railway, and is composed of five spans, 207 feet long, 17½ feet wide and 29½ feet high.

At the end of the fiscal year, 1910, the work was complete with the exception of painting and the building of the approaches.

When completed, this highway bridge will be a great convenience to the inhabitants of the Matapedia valley and to the travelling public.

The expenditure to March 31, 1910, is $20,003.52; to complete will cost about $17,000.

CHAPEAU BRIDGE.

The village of Chapeau, on Allumette Island, Pontiac county, is connected with the mainland by an approach built in the sixties across the Culbute channel of the Ottawa river.

This bridge was built and repaired from time to time through grants from the provincial government, but is now in a very bad state of repair, and treacherous to traffic. Some 2,000 inhabitants in its vicinity, together with much interprovincial traffic, depend on this structure, being the only bridge across the Ottawa river between Bryson and Desjardins, a distance of over 70 miles. Railway connections are made at Pembroke, Ont., and Waltham, Que., each 8 miles distant.

At its session of 1908, parliament granted $10,000 towards the construction of a new steel and concrete bridge. An examination, survey and report were made, and a site 40 feet upstream from the old structure was studied in detail for the preparation of contract plans and specifications. These having been prepared, the contract was let for the substructure to Messrs. Vincent, L. & John J. Fallon, of Cornwall, for $14,895 on March 24, 1910.

Meanwhile, the old bridge was repaired to handle the traffic till such time as the new bridge can be put into commission; this was done by day labour, September 1 to 21, 1909, at a cost of $241.82.

PORTAGE DU FORT BRIDGE.

Portage du Fort is a village on the Quebec shore of the Ottawa river, in the county of Pontiac, 60 miles above the city of Ottawa.

During the spring floods, the filling of the approaches of the north channel bridge across the Ottawa river at this point was leeched out. Some 10 yards of stone and 5 yards of gravel were used in repairing the damage, May 29 to June 4, at a cost of $12.18.

A strip 12 feet wide, 200 feet long, on the north channel bridge, was covered with 3-inch tamarack laid diagonally. Riprap approach wall and hand-rail were repaired; approach roadways were repaired and graded on both shores. This work was carried out intermittently, August 18-October 1, at a cost of $446.37.

Expenditure for fiscal year ended March 31, 1910, is $458.55.

Expenditure on Bridges for Fiscal Year ended March 31, 1910.

Name of Work.	Province.	Electoral District.	Expenditure April 1, 1909 to November 30, 1909.		Expenditure December 1, 1909 to March 31, 1910.		Expenditure April 30, 1909 to March 31, 1910.	
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ordinary Repairs:—								
Bridges at Ottawa and Roadway and Bridge approaches between Ottawa and Hull—								
Laurier Bridge	Ontario	City of Ottawa			62 50		62 50	
Sapper's Bridge	Ontario	City of Ottawa	74 50		125 59		200 09	
Chaudiere Slide Bridge	Ontario	City of Ottawa	191 50		61 50		259 00	
Union Bridge	Ont. & Que.	City of Ottawa and District of Wright.	238 69		174 42		413 11	
Hull Slide Bridge	Quebec	District of Wright			15 25		15 25	
Roadway and Bridge approaches between Ottawa and Hull	Ont. & Que.	City of Ottawa and District of Wright.	647 51	1,155 20	600 86	1,043 12	1,248 37	2,198 32
Special Repairs:—								
Interprovincial Bridge at Rapides-des-Joachims	Ont. & Que.	N. Riding Co. Renfrew and Co. Pontiac		387 97				387 97

April 30, 1910.

JOS. KENT, *Accountant.*

MANITOBA.

BRANDON.

The joint Canadian Pacific Railway Company and City of Brandon highway bridge across the Assiniboine river at the foot of First street, city of Brandon, has been completed according to the plans submitted and rejected 'for not being high enough' over the main channel of the Assiniboine river, but, it appears, with the understanding that a higher bridge, or one with a swing or bascule span would be erected on demand.

Their spans are very short, their piers together with cofferdams are broad at the base, therefore occupying a great deal of the river bed. It would seem proper to encourage companies, provincial governments, &c., to adopt a different mode of construction, that is to say, longer spans and not unnecessarily block the stream to the extent that these bridge piers are doing.

PROVINCE OF SASKATCHEWAN.

BATTLEFORD.

The Battle river bridge at Battleford, situated in the county of Battleford. The population of Battleford is said to be 2,000, and North Battleford 1,500. This bridge has not been disturbed within the last year. Therefore, no repair work has been done.

PRINCE ALBERT.

The Canadian Northern Railway bridge, built over the North Saskatchewan river at Prince Albert, is within the city limits of the town of Prince Albert, in the county of Prince Albert.

It was supposed that the Canadian Northern railway would build a guide pier in a southwesterly direction from the southern rest pier of the swing span, but no work was done within this last period, although the steamboat companies towing rafts of saw-logs through the bridge once in a while suffer great inconvenience, particularly when a northwest wind is prevailing.

SOUTH SASKATCHEWAN.

GRAND TRUNK RAILWAY BRIDGE, SASKATOON.

The Grand Trunk railway bridge, built over the South Saskatchewan river, 2 miles south of Saskatoon, is situated in the county of Saskatoon, in the province of Saskatchewan.

Nothing has been done in the way of improvement to the bridge in order to permit navigation of the river by steamboats at high water, either by means of swing or bascule spans.

CANADIAN NORTHERN RAILWAY BRIDGE, SASKATOON.

The Canadian Northern railway bridge, built over the South Saskatchewan river at Saskatoon, is within the city limits, therefore in the county of Saskatoon.

This bridge forms part of the Regina branch of the Canadian Northern Railway Company, and had formerly a swing, but since it has been rebuilt without one is too low to permit navigation by steamboats at high water.

A quantity of debris, piles and old cribs, left in the channel, have not yet been removed; that should properly be attended to in the interest of navigation.

PROVINCIAL GOVERNMENT BRIDGE, SASKATOON.

The provincial government of Saskatchewan built a bridge over the South Saskatchewan river within the city limits of Saskatoon, that has a population of (said to be) 10,000, and is in the county of Saskatoon.

This is a solid bridge, without provision for opening same, and too low to allow ordinary steamboats to sail under at high water.

CANADIAN PACIFIC RAILWAY BRIDGE, SASKATOON.

The Canadian Pacific Railway Company built over the South Saskatchewan river about the city limits of the city of Saskatoon a solid bridge without means of opening to allow vessels to sail through and is, without improvements, too low to allow vessels to sail under at high water.

A number of piles were also left in the bed of the river, that should have been removed by the company, and are yet standing as a menace to navigation.

OUTLOOK BRIDGE.

The Canadian Pacific railway have requested the privilege of bridging the South Saskatchewan river (a navigable stream) at Outlook, a prosperous new town. The railway plan did not contemplate the necessary provisions for navigation. Plans have been amended to suit the requirements of navigation, particularly as such a stream as the South Saskatchewan river, at this point, is one that is considered an important navigable waterway.

ALBERTA.

MEDICINE HAT.

Medicine Hat is situated in the county of the same name, and has, it is stated, a population of over 5,000 people.

The provincial government highway bridge, built without provision for opening and too low to allow steamers to pass under at high water, and without submitting plans for approval, has been left intact within the last year, and open to general traffic.

BANFF BRIDGES.

Banff is situated within the Rocky Mountain Canadian National park.

Within the year just ended, the work of repairs to the flooring and repainting of both the Bow and Spray bridges was done, and the sum of $678.26 was expended.

CEMENT LABORATORY.

OTTAWA, April 4, 1910.

E. D. LAFLEUR, ESQ.,
Chief Engineer, Public Works Department.

SIR,—I have the honour to transmit herewith the annual report of the cement laboratory for the year ended March 31, 1910.

During the last twelve months, 1,481 samples were submitted to this branch for test purposes, which number shows an increase of 27 samples over the same period last year.

All samples of cement and other building materials submitted to this laboratory have been fully tested and reported upon.

Of the 1,481 samples tested, 1,458 were accepted and 23 rejected. Of the 23 condemned, 10 were Rampart slag cement, 9 were Monarch Portland cement, 2 were Saugueno portland cement, 1 was Artillery portland cement and 1 was White portland cement.

The 1,481 samples received were from the following:—

Engineers of the Public Works Department	1,403
Cement manufacturers	60
Contractors	8
Architects of the Public Works Department	4
Deputy Minister of Public Works	3
Members of parliament	2
Outside engineer	1

The 1,481 samples received were of the following brands:—

Star Portland Cement	478
International Portland cement	467
Monarch Portland cement	159
Lehigh Portland cement	112
Samson Portland cement	46
Vulcan Portland cement	39
Artillery Portland cement	30
Sun Portland cement	11
Blue Lake Portland cement	11
Rampart slag cement	11
Sanguene Portland cement	3
White Portland cement	2
Belleville Portland cement	2
Samples of cement unmarked	18
Steel bars	42
Samples of sands	19
Samples of gravel	19
Samples of rock	4
Samples of clay	2
Steel chain	2
Miscellaneous	4

The principal works from which the above-named samples were received were:—

St. Andrews rapids lock and dam, Manitoba.
Quebec harbour improvements, Quebec, Que.
Breakwater at Port Arthur, Ont.
Wharf at Southampton, Ont.
Breakwater superstructure at Port Stanley, Ont.
Bridge at Chapeau, Que.
Ice piers on Annapolis river, Annapolis, N.S.
Kippawawa dam.
Timiskaming dam.
Breakwater at Cape Bald, N.B.
West end entrance Toronto harbour, Toronto, Ont.
Negro Point breakwater, St. John, N.B.
Wharf, Arnprior, Ont.

In the past year, 8,800 briquettes and 107 chemical analyses and 484 specific gravity tests were made in this laboratory, which number of briquettes, chemical analyses and specific gravity tests show a good increase over last year.

I have the honour to be, sir,

Yours obediently,

GEO. E. PERLEY,

Engineer in Charge.

CONCLUSION.

Reviewing this annual report, my attention is attracted not particularly to the number of works executed during the past fiscal year but rather to the magnitude of the many that are absolutely required to keep pace with the demands of our growing trade and commerce.

Down by the sea, we still build numerous shelters and landings for the benefit and protection of fishing boats and coasters. At St. John harbour; along the gulf; up the St. Lawrence, and on the Great Lakes, a heavier class of harbour works and of a more permanent character are being constructed. These call for the greatest ability and intelligence with a thorough knowledge of the best practice to project, plan and execute.

In the past thirty years, since I first entered the service, important and radical changes have taken place in the mode of construction; the wooden cribwork partly filled with stone and of a semi-temporary character, which was sufficient for the requirements of the times, is being replaced as the increasing business of the country has compelled us to resort to structures of iron and concrete, and we are gradually changing the forms of temporary works to permanent.

Parliament has generously granted sufficient sums of money to do this and, I hope, will continue in order to place us in a position to supply all immediate and many prospective requirements.

The improvement of harbour and river works from the sea to the head of the Great Lakes are now becoming fairly sufficient to handle the present business of the immediate vicinity and the through traffic, but the expanding west will soon demand our attention.

When so many eyes are turned to the newly settled country on the other side of the Great Lakes, I might be permitted to say that, it behooves this branch of the service to keep abreast of the times and, in a measure, anticipate the demands of the future. A careful survey is now being made of the western waterways, not, I admit, as exhaustive as that of the Georgian Bay ship canal, but sufficient to place us in a position to take up the work of development whenever required and provided for.

Other than harbour and river improvements, with the necessary surveying, planning and execution of the numerous works which are described in the body of the report, there are important surveys and examinations to be undertaken: the St. John river boundary; the waterways contiguous to the St. Lawrence; the necessary primary work of acquiring information to improve the great rivers of British Columbia; surveys tending to the acquiring of information relative to the natural resources of Canada; the storage of waters, &c.

On October 1, 1909, Mr. Gillmor Brown, C.E., was appointed to the position of Assistant Chief Engineer, and gave every evidence of soon becoming a valuable and efficient officer in the department when, absent on duty, he suddenly took sick and died on March 17.

Mr. A. R. Dufresne, who has rendered valuable service to the department since his entry therein, on May 1, 1900, was appointed on May 4 last, to succeed Mr. Brown. The intelligence, ability and natural inclination for hard and methodical work, as already exhibited by Mr. Dufresne, will materially improve this branch of the service.

With every confidence in my assistants, it affords me great pleasure to thank them for their earnest endeavours in so successfully carrying out the works entrusted to them, and I can freely state that no abler body of engineers, nor more competent nor conscientious employees can be found in any other branch of the service.

Respectfully submitted,

EUGENE D. LAFLEUR,

Chief Engineer.

PART V

REPORT ON GOVERNMENT TELEGRAPH LINES

FOR THE

FISCAL YEAR ENDED MARCH 31, 1910

DEPARTMENT OF PUBLIC WORKS.
OFFICE OF THE GENERAL SUPERINTENDENT.
OTTAWA, ONT., June 18, 1910.

R. C. DESROCHERS, Esq.,
Acting Secretary, Department of Public Works,

SIR,—I beg to submit herewith my report on the Government Telegraph Service for the fiscal year ended March 31, 1910.

This report, as usual, is prefaced by a list to the present date of the land lines and cables in operation; with data of lengths, year of construction, number of offices at present established, and an estimate of the traffic handled in each instance.

The usual tabular statements giving list of offices, operating staff, &c., in the several districts are appended to the report; likewise the tariff sheets, showing the rates charged for messages on the several lines.

I have the honour to be, sir,
Your obedient servant,

D. H. KEELEY,
General Superintendent.

THE GOVERNMENT TELEGRAPH SERVICE

DOMINION OF CANADA

HEAD OFFICE: DEPARTMENT OF PUBLIC WORKS, OTTAWA.

(June 1, 1910.)

EXECUTIVE.

The Hon. William Pugsley, Minister of Public Works.
J. B. Hunter, Esq., Deputy Minister of Public Works.

STAFF AT HEADQUARTERS.

D. H. Keeley, General Superintendent.
M. W. Crean, Technical Assistant to Superintendent.
J. E. Gobeil, Technical Assistant to Superintendent.
Miss A. Hardcastle, Secretary to General Superinteudent.
J. P. Demartigny, Accountant, Telegraph Branch.
J. E. Bray, Assistant Accountant, Telegraph Branch.

GENERAL INSPECTORS.

A. B. McDonald, North Sydney, Cape Breton, lines in Nova Scotia and New Brunswick.
J. S. Macdonald, Edmonton, Alta., lines in Northwest and south British Columbia.

SUPERINTENDENCIES.

Edwin Pope, Quebec, dist. supt., North Shore and G.N.W. traffic.
J. C. Taché, dist. supt., Chicoutimi district and North Shore to Bersimis.
É. H. Tetu, Long Point of Mingan, dist. supt., North Shore, East Bersimis.
P. Pouliot, dist. supt., Quarantine line, &c., to Grosse Isle.
A. Malouin, dist. supt., West Point, Anticosti Island.
A. Le Bourdais, Grindstone, dist. supt., Magdalen Islands.
D. C. Dawson, St. John, N.B., dist. supt., Cape Breton system.
Mrs. C. C. Seely, Grand Manan, N.B., dist. supt., Bay of Fundy system.
J. McR. Selkirk, Leamington, Ont., dist. supt., Pelee Island system.
Robt. C. Macdonald, Edmonton, Alta., dist. supt., Northwest Territories.
Wm. Henderson, Victoria, dist. supt., British Columbia, south.
C. S. Stevens, Summerland, B.C., supt., Penticton line.
J. T. Phelan, Vancouver, B.C., supt., Yukon system.
H. Gilchen, Whitehorse, Y.T., dist. supt., Atlin-Boundary.

GOVERNMENT TELEGRAPH SERVICE.

Location of Lines.	Points connected.	Year.	Length of Lines.			Number of Offices.	Messages Sent.
			Land Lines.	Cables.	Total.		
			Miles.	Kt's.			
Newfoundland	Port au Basque—Cape Ray	1883	14	....	14	2	
Nova Scotia	North Sydney—Meat Cove (with loops)	1880-02	165½	.....			
"	Across Bras d'Or channel	1880	.....	¼			
"	" St. Anns Harbour	1887	.....	¼	167	18	
"	" Ingonish Harbour	1887	.....	¼			
"	French River	.....	.....	¼			
"	Englishtown	.....	.....	¼			
"	Big Bras d'Or—Kempt Head	1904	20	.....	20	3	
"	Meat Cove—St. Pauls Island	1890	.....	20	23	1	
"	On St. Pauls Island	1890	3	.....			
"	Bay St. Lawrence to Money Point	1907	8	....	8	4	
"	Mabou—Meat Cove	1887-00	109	.....	109	9	
"	Barrington—Cape Sable	1883	16	.....		Leased.	
"	Across Bear Point Channel	1883	.....	1¼	17¾		
"	" Lt. House Channel	1883	.....	¼			
"	Mabou—Port Hawkesbury	1903	41¾	....	73¾	16	
"	Port Hawkesbury—St. Peters	1903	32	.....			
"	St. Peters—Main-à-Dieu	1904	84¼	.....			
"	Main-à-Dieu—Scatarie	1902-09	1	3½	131½		
"	On Scatarie Island	1904	7¼	.....			
"	Gabarous—North Sydney	1904	35½	.....			14,786
"	Little Bras d'Or—Kempt Head	1905	36	.....	36	13	
"	North Sydney—Eskasoni	1905	37	....	37		
"	Castle Bay—Grand Narrows	1908	16	.....	16	3	
"	North Sydney—Little Bras d'Or (second wire)	1906	6	.....	6	.....	
"	Grand River—Enon	1907	19½	....	19½	2	
"	Enon—Gabarus	1909	31	.....	31	.....	
"	Strathlorne—Wycocomagh	1909	32¼	.....	32¼	4	
	Port Hood, Island Branch:						
	(Length of construction in loop.)						
"	On mainland at Port Hood	1907	½	.....			
"	Port Hood—Smiths Island	1907	.....	2			
"	On Smiths or Inner Island	1907	4	....	13½	4	
"	Smiths Island to Henry Island	1907	...	3			
"	On Henry or Outer Island	1907	4	....			
New Brunswick	Chatham—Escuminac	1885	42¼	.....	42¼	6	907
	Bay of Fundy System:						
"	Eastport—Campobello	1880	....	1¾			
"	On mainland Eastport	1880	½	.....			
"	On Campobello Island	1880	7½	.....			
"	Campobello-Grand Manan	1880	.....	7¼	44¼	11	2,064
"	On Grand Manan Island	1880	25¼	.....			
"	Grand Manan—Cheneys Island	1890	.....	½			
"	On Cheneys Island	1890	¾	.....			
"	Cheneys Island—Whitehead Island	1890	.....	¾			
"	Partridge Island—Fort Dufferin	1900	....	¾	¾		
	Magdalen Island System:						
Quebec	Meat Cove, C.B.—Magdalen Islands	1880	.....	55			
"	On Magdalen Island	1881-02	83½	½			
"	Grosse Isle—Bryon Island	1902	.....	11			
"	On Bryon Island to Dingwalls	1902	1	.....	176	16	2,099
"	" Dingwalls to Lt. House	1909	5	.....			
"	House Harbour—Pointe Basse (loop wire)	1902	8	.....			
"	Pointe Basse—South Beach (loop wire)	1905	6	.....			
"	Grindstone—Barachois (loop wire)	1909	6	.....			
	Carried forward	.....	909¼	109¼	1,018½	112	19,856

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

Location of Lines.	Points connected.	Year.	Length of Lines.			Number of Offices.	Messages Sent.
			Land Lines.	Cables.	Total.		
			Miles.	Kt's.			
	Brought forward	.....	909¼	109¾	1,018½	112	19,856
	Anticosti System:						
Quebec	Gaspé—L'Anse à Fougère	1881	28	..	316½	9	956
"	L'Anse à Fougère—Anticosti	1881	..	44¼			
"	On Anticosti Island	1881-90	223¼	....			
"	Anticosti—Long Point, Mingan	1890	.....	21			
"	Bay St. Paul—Chicoutimi	1881-04	98	..	98	6	
"	St. Alexis—St. Catherines Bay	1904	78	.....	78	5	
"	Murray Bay—St. Agnes	1904	14½	.....	14½	2	
"	Bay St. Paul—Petite River	1904	13	.....	13	1	
"	Chicoutimi—St. Charles	1903	37	.....	61	10	
"	St. Anne—Lac Claire	1903	15	.....			
"	St. Anne—St. Fulgence	1903	9	.....			
"	St. Fulgence—Sacré Cœur	1905	57½	...	57½	4	
"	Murray Bay-St. Catherines Bay(2nd wire)	1904	44¾	...	44¾	.....	
"	St. Alexis—Chicoutimi (2nd wire)	1905	14½	.	14½	.....	
"	St. Charles—St. Henri de Taillon	1907	24½	.....	24½	4	
"	St. Henri de Taillon—Peribonka	1908	17	.....	17	2	35,235
"	Bay St. Paul—St. Placide	1908	8½	.....	8½	1	
	North Shore Line:						
"	Murray Bay—Chateau Bay (Tadousac)	1881-01	1,028½	...	1,030¾	69	
"	Across Saguenay River at Tadousac	1883	.....	1½			
"	" " "	1909	.....	1			
"	Chateau Bay—Belle Isle*	1901	.....	.....	.....	.....	
"	Bersimis—Godbout	1904-05	104	.....	104	.....	
"	St. Simeon to Cap Salmon Lt. (loop wire)	1909	4	.....	4	1	
"	Harrington—Harrington Island	1909	1¼	3¼	4½	1	
	Quarantine System:						
"	Quebec—L'Ange Gardien	1885	13	.....			
"	L'Ange Gardien—Orleans Island	1885	.....	¾			
"	" (3 lengths)	1906-09	.....	2¼			
"	On Orleans Island	1885	29¼	.....	55	8	
"	Orleans Island—Isle Réaux	1889	.....	2			
"	On Isle Réaux	1889	2½	.....			
"	Isle Réaux—Grosse-Isle	1889	.....	2			
"	On Grosse Isle (all told)	1885-94	3¼	.....			2,295
"	St. Jean—St. Famille (loop)	1904	5½	.....	5½	1	
"	St. Francois—St. Francois Nord (looped wire)	.....	5	.....	5		
"	St. Francois—Baie St. Paul	1906	.....	30	30		
"	Crane Island to Montmagny	1905-09	.....	5	5		
"	On Crane Island	1905	3	...	3	3	
"	Crane Island to Grosse-Isle	1907	.....	5	5		
"	Beauport—Laval	1909	15	.....	15	4	
	Pelee Island System:						
Ontario	Leamington—Point-Pelee	1889	12	.....	45⅝	17	1,579
"	Leamington Dock—Pelee Island	1901	.....	17¼			
"	On Pelee Island	1889-00	16½	.....			
	Carried forward	.....	2,834½	244¼	3,078¾	260	59,921

* This cable (Chateau-Bay—Belle Isle) 22¼ knots, was withdrawn in 1909.

SESSIONAL PAPER No. 19

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

Location of Lines.	Points connected.	Year.	Length of Lines.			Number of Offices.	Messages Sent.
			Land Lines.	Cables.	*Total.		
			Miles.	Kt's.			
	Brought forward		2,834½	244¾	3,078¾	260	59,921
Northwest	Qu'Appelle—Edmonton	1883	625		625	16	
"	Moosejaw—Wood Mountain	1885	90½		90½	3	
"	Wood Mountain—Willow Bunch	1904	39½		39½		
"	Edmonton—Indian Ag. & Stoney Plain	1904	24		24	5	
"	Edmonton—Athabaska Ldg.	1904	98		98		
"	Duck Lake—Batoche	1902	9		12½	3	19,202
"	Duck Lake—Indian Agency	1902	3½				
"	Edmonton—St. Albert	1887	9		36	3	
"	St. Albert—Qui Barrie and Alexandria	1902	27				
"	Lloydminster (loop) near Pitt	1904–09	58		58	1	
"	Victoria—Andrew and Whitford	1904–05	11½		11½	2	
"	Qu'Appelle—Lipton (loop)	1906	11		11	1	
"	Saddle Lake—Industrial School	1900	6½		6½	1	
"	Kamsac—Indian Agency	1907	6½		6½	1	
"	Fort Qu'Appelle to File Hills	1908	28		28	3	
"	Athabaska Lndg. towards Peace River	1909	70		70	1	
British Columbia	Victoria—Cape Beale	1891	118		118	12	3,383
"	Nanaimo—Comox	1893	81		81	12	15,978
"	Parksville—Alberni	1895	29½		29½		
"	Alberni—Cape Beale	1899	57		57	2	467
"	" Clayoquot	1902	96¾		96¾	6	2,126
"	" Seehart Branch	1907	9		9	1	
"	Kamloops—Lower Nicola	1899	67		67		
"	Lower Nicola—Penticton	1905	168		168	36	
"	Vernon—Kilowna	1905	35		35		28,520
"	Kilowna—Penticton	1906	45	1½	46½		
"	Vernon—Lumby	1907	18		18	2	
"	Golden—Windermere	1901–02	92		92	4	1,754
"	Duncan Station—Salt Spring Island	1902–04	24		24	5	
"	Salt Spring Island—North Pender Island	1907	16	4½	20½	5	
"	North Pender—South Pender	1908	7		7	5	1,572
"	Pender Island—Mayne Island	1908	11	1	12		
"	Mayne Island—Galino Island	1908	4	1	5	2	
"	Nanaimo—Gabriola Island	1908	18	1	19	4	366
"	Courtney—Campbell River	1908	40		40	3	†
"	Union—Denman and Hornby Islands	1907	14	2	16	3	†
"	Victoria—Metchosin	1908	14		14	1	††
"	Kamloops—Louis Creek	1908	36		36	5	§
Yukon	Ashcroft—Dawson and Boundary	1899–01	1,845				
"	Hazelton—Port Simpson and Aberdeen	1901–02	202½				
"	Tagish—Cariboo Crossing	1901	18		2,252½	68	
"	150 mile Station—Quesnelle Forks	1902	64				
"	Asheroft—Lillooet	1896	62				61,297
"	Quesnelle—Barkerville	1887	61				
"	Ashcroft—Quesnelle (local wire)	1878–87	215		215		
"	Hootalinqua—Livingstone Creek	1907	35		35	2	
"	Aberdeen—Prince Rupert	1907	40		40	1	
	Total		7,494¼	255¾	7,749½	479	194,586

*For convenience in totalling, the knots of cable are regarded as statute miles.
†Count of messages included with Nanaimo—Comox line.
†† " " " Victoria Cape Beale line.
§ " " " Kamloops—Lower Nicola, &c.

REPORT ON THE GOVERNMENT TELEGRAPH SERVICE, 1909-10.

EXPLANATORY NOTES.

The tabular statement prefacing this report shows the total mileage, &c., of the telegraph lines operated by the government. Lines that have been subsidized or constructed and transferred by the government for operation by private companies are not included in this list.

The matter in the following pages comprises a statement of specific actions taken in the course of the year; and as a new departure, the particulars are given in separate reports hereto subjoined, that have been obtained, where practicable, from the district superintendents, and will be found indicated under the several division headings. In any case where no particular reference is made to a line found in the above-mentioned list, the understanding intended to be conveyed is that the line has been satisfactorily operated throughout the year, without any change of conditions since last made mention of in the annual report.

NEWFOUNDLAND.

The line from Port au Basque to Cape Ray continued to be operated as heretofore, under an arrangement with the Anglo-American Telegraph Company.

MARITIME PROVINCES.

Cape Breton.—Grand River—Gabarus.—The branch line from Grand River to Enon, 19½ miles, built in 1907, was, last season, carried through to Gabarus via Victoria Bridge by day labour under the direction of Mr. H. C. Gunn, of Gabarus. The pole line erected (comprising 846 poles of native wood, spruce and fir obtained along the route) extended from Enon to the head of Gabarus Lake, a distance of 26 miles, where it joined with the main line on the poles of which the wire was carried the further distance of 5 miles to Gabarns. The total length of wire from Grand River to Gabarus (19½+31=50½ miles.)

Strathlorne-Wycocomagh.—The construction of a line from Strathlorne to Wycocomagh, that had been begun in the season of 1908, was continued in the course of the past year and completed (final stringing of wire) in February, 1910. The work was done by day labour under the foremanship of the local general repairer, Mr. A. V. McLellan and the poles erected were of native wood, tamarack, &c., had along the route. The length of this line comprises 29 miles of poles and 32¼ miles of wire; a loop being required to reach the village of West Lake, 2¼ miles distant from the main route.

Money Point Lighthouse line.—By an oversight, mention was omitted in earlier reports of the construction, in the autumn of 1907, of a branch line from Bay St. Lawrence to Money Point for operation in the interest of the Signal Service. The length of the line is 8 miles. It was built by the local general repairer, Mr. S. S. Burke, of Ingonish. Tamarack poles (in all 280), had along the route, No. 6, galvanized iron wire, and white porcelain insulators, were used in the construction; and the equipment for operation was of standard Bridging Bell Telephone apparatus. Connections were established at four points as shown in one of the accompanying tabular statements.

St. Paul's Island Cable.—This cable became interrupted on the 4th May, 1909. The ss. *Tyrian* was as early as practicable sent to attend to it and communication was

restored on the 28th August. On the 3rd December, it was again interrupted and the ss. *Tyrian* being available, restored it on the 24th, after which the vessel went to Halifax for winter quarters. The first of these interruptions was 7 miles off St. Paul's Island and was due to fouling of the cable by a vessel's anchor; in the second instance it was due to the action of a storm within a mile of the landing at St. Paul's Island.

Big Bras d'Or Cable.—The ½-knot section across the Big Bras d'Or channel became defective on the 14th December and the ss. *Tyrian* being at North Sydney, was sent round to put it in order. Leak found and fault removed on the 18th same month.

New Offices, Changes, &c., on the Cape Breton Lines.—A record of new offices opened, &c., will be found in the appended report (No. 1) from the District Superintendent, Mr. D. C. Dawson.

Tancook Islands.—As an aid to the Blandford Telephone Company, there was contributed by the Department and laid by means of the ss. *Tyrian* in May, 1909, two sections of submarine cable for the extension of their system to the islands. The lengths laid down were of the G. P. deep sea type (part of the section formerly in use between Anticosti and Bryon Island) Blandford to Little Tancook, 2½ knots, and Little Tancook to Great Tancook, 1¼ knots.

Bay of Fundy—Pole line renewal.—In the spring of 1909, there was a lot of 75 poles (cedar) 23 feet long and 5 inches across the top obtained and used in the renewal of the line at Campobello.

Telephone Renewals.—In consequence of the service having become unsatisfactory through deterioration after long use of the apparatus on the line from Seal Cove to Southern Head, there were five sets (one of them for reserve) of Bridging Bell instruments provided in the summer of 1909.

Deer Island Cables.—The Deer Island cables that were laid by the department in 1904 as an aid to the local telephone company, were reported to be out of order in the spring of 1909, and the ss. *Tyrian* was directed to make an examination and repair. A break was found about midway of the streteh (3 knots) between Deer Island and Eastport; and a break was also found in the Deer Island-Campobello section (2 knots) about a mile from the Campobello side. The sheathing wires of the cables were badly corroded. Repairs were effected and communication restored on the 24th April, 1909.

Grand Manan—Campobello Cable.—This cable became intermittently interrupted on the 23rd June, 1909, and finally gave out on the 6th July. The ss. *Tyrian* was sent to the locality as promptly as possible and made the repair on the 13th August. The cable was found to be chafed off about half a mile from the landing place at Long Eddy, Grand Manan.

A report (No. 2) from the District Superintendent, Mrs. C. C. Seely, covering the operation of the Bay of Fundy system is hereto appended.

Magdalen Islands.—On Bryon Island an extension was made from Mrs. Dingwall's to the Lighthouse at the other end of the Island, a distance of 3½ miles, for which 150 cedar poles were sent over from Gaspé. The new office was put in operation on the 28th September, 1909.

On Grindstone Island there was a loop extension made to Cape Verte (Baraehois), a distance of 3 miles from the main line, and an office opened on June 22, 1909, with

Mrs. Gregoire Cyr as agent-operator. The poles (100 cedar) for this line were sent over from Gaspé.

Cable to mainland.—The cable between Old Harry and the mainland (Meat Cove, C.B.) became interrupted on the 27th May, 1909. The ss. *Tyrian* was at the time available and promptly proceeded to make the repair. Communication was restored on the 5th June. This cable again gave out on the 6th January, 1910, after the *Tyrian* had gone into winter quarters at Halifax. As early as it was practicable, after the re-opening of navigation, attention was directed to the requirement and a repair was again effected and communication restored. [Note.—This repair was made on the 15th April, 1910.]

Bryon Island Cable.—This section became inoperative on the 10th April, 1909, and was restored on the 3rd Augnst following. The cable was found to have been crushed by ice at the Grosse Isle landing.

Operation of the Magdalen Island lines.—The appended report (No. 3) from the District Superintendent, Mr. A. LeBourdais, covers the local conditions and operation of the land-line sections throughout the year.

Anticosti Island.—The office at Fox Bay was vacated in August, 1909, by the resignation of Mr. Geo. Cabot, who has removed to the mainland, and it has since remained closed, there being no one locally available to take charge of it. The station is not considered of sufficient importance to warrant engaging elsewhere any one specially to take the agency.

The Gaspé-Anticosti cable that was damaged by ice at the south-west point landing in the spring of 1908, and restored to order by the ss. *Tyrian* before a complete breakdown occurred was again crushed in the same place on the 1st April, 1909, and became intermittently interrupted. The ss. *Tyrian* proceeded as promptly as possible to the spot and made repairs on the 29th May (1909).

The cable between *Long Point of Mingan and Anticosti* gave out on the 8th April, 1909, and was repaired by the ss. *Tyrian* on the 29th July, 1909. The same section was interrupted again on the 1st October and repaired by the ss. *Tyrian* on the 19th of the same month.

The appended report (No. 4) from the District Superintendent, Mr. A. Malouin, covers the operation of the Anticosti system throughout the year.

QUEBEC.

North Shore St. Lawrence and Chicoutimi.—The working conditions as set forth in last year's report, have continued satisfactory and undisturbed. Some general repairs necessary to the upkeep of the telegraph line in several sections of the Chicoutimi district, will be found dealt with in the annexed report (No. 5) from the district superintendent, Mr. J. C. Tache.

Tadousac Cables.—An intermittent trouble occurred in the cable stretch across the Saguenay at Tadousac in March, 1909, and an attempt to clear it was made locally in May, but without satisfctory results. It finally broke down on the 17th June and the traffic of the line was handled round by Chicoutimi until the ss. *Tyrian* was got up from the gulf and made the requisite repair on the 2nd July. At the same time, a second stretch of cable, approximately 1 knot, was laid across the river at Tadousac, thus affording an alternative route between Chicoutimi and Tadousac via St. Catherines Bay, in addition to the one via Ste. Anne and Saere Cœur on the other side of the river.

Cap Salmon Lighthouse.—In the autumn of 1909, connection was made with the Cap Salmon lighthouse, 2 miles distant from the highway, by means of a loop off the main north shore line in the vicinity of St. Simeon. A right-of-way had to be arranged for with the owners of the land over which the line was carried and the several claims are in course of settlement. The office was in operation for a short time from the 30th September, then closed for the winter. It was re-opened again on the 1st April, 1910.

Along the north shore, east of Bersimis, to the Straits of Belle Isle, the line has been maintained in satisfactory order. Repair gangs under the foremanship of the regular lineman in the several sections performed as has been customary, each year, whatever work in the way of general overhauling and clearance of the line and the renewal of bridges, shelter huts, &c., that was called for in the several sections.

Changes and appointments, where any have been made, will be found noted in the tabular statement of offices, agencies, &c., in the appendix.

The accompanying report (5*a*) from the District Superintendent, Mr. E. H. Tetu, at Long Point of Mingan, contains an account of the operations of the line during the year.

Harrington Island.—Connection was made on the 15th June, 1909, by the construction of a telephone line between the telegraph office at Harrington on the mainland and Dr. Hare's Hospital at Harrington Island. In the construction, 8 poles were erected on the mainland and 30 on the Island; total length of land line 1¼ miles; and a length of 3.30 knots of cable (G.P. deep sea type with shore ends of 800 feet on the main shore and 1,200 feet at the island landing) laid by the ss. *Tyrian* on that date.

Belle Isle Cable.—The Chateau Bay-Belle Isle stretch (22¾ knots) no longer needed, owing to the permanent establishment by the Department of Marine and Fisheries of a wireless station at Belle Isle, was picked up by the ss. *Tyrian* on the 25th June, 1909, for use elsewhere, as occasion might require; and at the same time the Marconi mast that had formerly been in use at Chateau bay was taken down and subsequently (12th July, 1909) transferred by the ship to the agency of the Marine Department at Quebec.

Quarantine System.—Subsequent to the repairs made to the Ange-Gardien and Isle aux Reaux cables in May, 1909, as mentioned in last year's report, the quarantine system continued free of interruption throughout the season and after the ss. *Tyrian* had got through with the work at Tadousac, elsewhere mentioned, the Crane Island-Montmagny section was taken in hand in the interest of the signal service and restored on the 10th July, 1909. This line affords direct telephone communication between Crane Island and Quebec by connection at Montmagny with the trunk line of the Bell Telephone Company.

[*Note.*—This Crane Island-Montmagny cable became again interrupted on the 12th December, 1909, and the ss. *Tyrian* being early available in the spring of the present year was brought up from the gulf and restored the connection on the 2nd May, 1910. The cable sections at Ange Gardien-St. Pierre were interrupted from the 3rd March till the 9th April, through damage by ice passing down the river. The St. Francois-Isle Reaux section was also damaged and gave out on the 28th April. It was repaired on the 6th May by the ss. *Tyrian*, which happened to be at hand; and the ship's services, while in the vicinity, were directed to an examination and overhauling of the several sections and added a fourth stretch (for reserve) between Ange Gardien and St. Pierre where connections are afforded for the local telephone service between Quebec and Orleans Island as well as for the quarantine telegraph system.]

Operations of the system.—The report (No. 6) hereto appended, from the District Superintendent, Mr. J. T. Pouliot, will be found to contain an account of the operating conditions, etc., through the year.

Beauport-Laval Telephone Line.—In the course of the autumn of 1909, a line was constructed from Beauport to Laval, a distance of 15 miles under the immediate supervision of Mr. J. P. Pouliot, District Superintendent at St. John. Spruce poles 25 feet long and 5 inches across the top, No. 6, galvanized iron wire and white porcelain insulators were used in the construction. The line (single wire) was completed on the 20th November, and under an arrangement made with the Bell Telephone Company for its being operated in conjunction with their Beauport line, connecting with the Central Exchange at Quebec, was equipped and put in operation on the 1st February, 1910, with three stations and a conjoint tariff as mentioned in the tabular statement given in the appendix to this report.

ONTARIO.

Pelee Island Telephone System.—The appended report (No. 7) from Mr. J. McR. Selkirk, District Superintendent at Leamington, will be found to contain, barring the period of interruption, a satisfactory showing as to the maintenance and operation of the system during the year.

Several new stations have been connected on the island section of the system, as shown in the tabular statement in the appendix to this report.

The cable 17¼ knots between the mainland and the island became inoperative on the 16th December, 1909, and had to remain so until after the passing down of the lake ice in the spring.

[*Note.*—The repair was in due course taken in hand by Mr. Selkirk and communication was restored on the 21st May, 1910.]

NORTHWEST, BRITISH COLUMBIA AND THE YUKON.

The separate reports (Nos. 8-12), appended hereto from the respective district superintendents, will be found to convey an account of what has been done in these divisions of the service in the course of the fiscal year. The whole, as was the case for the previous twelve months, affords a very satisfactory showing.

TELEGRAPH SERVICE GENERALLY.

Cableship Tyrian.—As mentioned elsewhere, the ss. *Tyrian,* in the course of the season of 1909, made repairs on the Gaspé-Anticosti and Long Point-Anticosti cables; on the Meat Cove-Magdalen Islands connection; on the Bryon Island and the St. Paul's Island cables, and the short section across Big Bras d'Or channel, all in the Gulf of St. Lawrence, besides repairing the Deer Island cables and the Grand Manan-Campobello cable in the Bay of Fundy and laying the sections connecting the Tancook Islands with the mainland at Blandford, N.S.; and along the north shore, St. Lawrence, there was picked up the Belle Isle cable, connection made between Harrington island and the mainland, and up the river there was repaired the Tadousac cable and a new length laid across the Saguenay, and the connection between Crane island and Montmagny was restored. It was a very busy season throughout, very successful and satisfactory. The personnel of the *Tyrian* as mentioned in my reports for the years 1904-05 and 1907-8 continues unchanged and great credit is due to the entire staff and company of the ship for the celerity with which the vessel was got about in performance of all there was to do and that was done so well. It was on the 21st April (1909) that the *Tyrian* left Halifax to begin the season's work and the 29th December when she returned there to go into winter quarters.

SESSIONAL PAPER No. 19

The appended report (No. 13) from Mr. A. B. McDonald, electrician, conveys a statement of the lengths of the cable handled in the course of the ship's operations.

Telegraph Systems of the Dominion.—As a matter of general interest, pursuant to the statement submitted last year, the latest figures to hand showing the extent of telegraph lines in operation in the Dominion are given hereunder:—

Canada.	Length of Lines in Miles.				Length of Conductors in Miles.				Number of Offices.
	Aerial.	Underground.	Submarine.	Total.	Aerial.	Underground.	Submarine	Total.	
1910.	Pole line								
Great North Western Telegraph Co	11,386			11,386	47,483			47,483	1,227
Canadian Pacific Telegraph	12,004	3		12,007	68,721	90		68,811	1,338
Western Union Telegraph Co.	2,639	32		2,671	11,255	44		11,299	218
Government Telegraph service	7,494		255	7,749	7,494		255	7,749	479

REVENUE AND EXPENDITURE.

The revenue and expenditure for each of the government lines in the several districts hereinbefore mentioned, are given in the following table:—

1909-10.	Expenditure.	Revenue.	Remarks
	$ cts.	$ cts.	
Lower St. Lawrence and Maritime Provinces:—			
Anticosti lines	7,038 15	952 67	
Bay of Fundy	2,387 98	926 54	
Gaspé Local		30 12	
Escuminac	676 23	212 77	
Magdalen Islands	4,830 48	905 37	
Father Point Agency	500 00		
Cape Breton lines	21,449 94	3,169 88	
North Shore (E.B.)	24,302 51	5,010 43	
" (W.B.)	17,041 22	2,175 38	
Quarantine system	3,624 63	613 62	
Cable ship *Tyrian*:—			
Maintenance and repairs	47,674 94		
Subsidies, stationery, line and office material and contingencies	7,562 66		
Gulf general	5,195 88		
Ontario:—			
Pelee Island line	488 30	234 74	
Northwest Territories lines	38,179 37	5,766 27	
British Columbia:—			
Alberni-Cape Beale	1,787 30	143 31	
Alberni-Clayoquot	4,773 39	753 19	
Golden-Windermere	2,359 45	1,358 31	
Kamloops-Nicola, Penticton, Vernon-Kelowna	10,270 68	10,858 74	
Denman-Hornby	10 66	21 44	
Nanaimo-Comox	6,219 91	3,846 07	
Nanaimo-Gabriola	1,115 31	100 92	
Vancouver-Salt Spring	1,111 31	640 20	
Victoria-Cape Beale	10,567 50	1,541 82	
B. C. service generally	1,725 46		
Yukon:—			
Ashcroft-Dawson	199,988 24	97,485 52	
Telegraph service generally	1,784 46		
Total	422,665 96	136,747 31	

Signal Service messages, Meteorological Service messages and reports, and Fisheries bulletins are handled free of tolls.

Departmental Telephone Service.—Up to date of this report (June 18th, 1910), the telephone connections with the central office of the Bell Telephone Company at Ottawa, listed as chargeable to the special appropriation, numbered 453, the annual charge for which amounts to $18,736.25. The connections are distributed amongst the several departments, as hereunder:—

Department.	Offices.	Residences.	Annual Charge.
			$ cts.
Agriculture	12	6	705 00
Auditor General	10	1	495 00
Census	1	1	85 00
Customs Department	8	3	445 00
Dominion Police	10	3	523 00
Exchequer Court	1	1	100 00
Finance Department	8	3	445 00
Governor General (including Priv. System)	8	3	502 75
Geological Survey	8	2	400 00
House of Commons	17	3	832 50
Indian Affairs	6	2	320 00
Inland Revenue	9	3	560 00
Interior Department	49	8	2,340 00
Justice Department	8	11	728 00
Labour Department	4	2	240 00
Mounted Police	3	1	145 00
Marine and Fisheries Department	21	11	1,258 00
Militia and Defence	31	14	2,010 00
Parliamentary Library	1	2	120 00
Post Office Department	10	6	630 00
Privy Council	7	5	500 00
Public Works Department	42	17	2,521 00
Railways and Canals	13	10	880 00
Royal Mint	1		40 00
Secretary of State	10	5	593 00
Stationery and Printing	11	5	685 00
Trade and Commerce	6	3	365 00
The Senate	6	1	268 00
	321	132	18,736 25

APPENDED TABLES.

The usual tabular statements of the lines and offices, staff, &c., of the telegraph service, following hereupon, will be found to contain whatever additions or changes have been made up to date.

D. H. KEELEY,
General Superintendent.

OTTAWA, June 18, 1910.

GOVERNMENT TELEGRAPH SERVICE.

NEWFOUNDLAND TELEGRAPH SERVICE.

No.	Stations.	Intermediate Distance.	Agents and Operators.	Memo.
		Miles.	$ cts.	
1	Port au Basque.....	0	50 00 or commission.	N.B.—The commission is 25 per cent upon all business to and from the office; said commission guaranteed not to be less than at the rate of $50 per annum.
2	Cape Ray Lighthouse.....	14	50 00 "	
	Totals	14	100 00	

N.B.—The above short line is constructed in connection with the Signal Service, and connects at Port au Basque with the land line system of the Anglo-American Telegraph Company.

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

ANTICOSTI TELEGRAPH SYSTEM.

No.	Stations.	Intermediate Distance.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
		Miles.		$ cts.		
1	Fox Bay	0				Closed Aug. 5, 1909.
2	Heath Point	2	C. Hubert	200 00 or commission	Aug. 1, 1900	For local agency. Cable removed.
3	South Point Lighthouse	32½	E. Lejrise	100 00 "	July 1, 1903	Increased to $100 June 1, 1905.
4	Shallop Creek	17½	B. Bradley	360 00 per annum	" 7, 1881	" $360 " 1, 1908.
5	Salt Lake	52½	Jos. Bourget, gen. repairer	420 00 "	" 17, 1906	Plus $1 per day when on duty as general repairer.
			Mrs. Bourget, operator	100 00 "	" 17, 1906	Increased to $100 June 1, 1908.
6	Southwest Pt. Lighthouse	15	A. Lemieux	480 00 "	" 1, 1901	" $480 " 1, 1908.
			L. Lemieux	180 00 "	" 1, 1908.	
	Jupiter River	7		50 00 or commission.		
	Otter River	17½		50 00 "		
	Becsie River	22		50 00 "		
	Cape Eagle (Ellis Bay)	10	Jas. Duguay	100 00 "	June 20, 1906	Increased to $100 June 1, 1908
7	West Point Lighthouse	9	A. Malouin, dist. supt.	404 00 per annum	Aug. 1, 1900	" $404 " 1, 1908.
			" operator	100 00 "	" 10, 1881.	
			Loz. " substitute, opr	480 00 "		
8	English Bay	3	F. Cabot	360 00 "	July 1, 1882	Increased to $360 June 1, 1908.
			H. Malouin, gen. repairer	420 00 "	Sept. 10, 1909.	From Mechastic Bay to South West Point.
	Mechastic Bay (cable landing).	14½				
	Totals	225½		3,854 00		

Southwest Point connects with L'Anse à Fougère, Gaspé, by cable 44¾ knots; and from Mechastic Bay connection is made with Long Point of Mingan by cable 21 knots.

0	L'Anse à Fougère		Thos. Dupuis	17 00		Special allowance for the cable terminus. A testing station only.*
1	Gaspé Basin	28	J. J. Annett	540 00	Oct. 16, 1881	Transfer office. Connection with G. N. W. telegraph system. The salary was $480 per year previous to January 1, 1908.
		28		557 00		

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

MAGDALEN ISLANDS SYSTEM.

No.	Stations.	Intermediate Distance.	Agents and Operators.	Salaries per annum.	Date of Appointment.	Memo.
		Miles.		$ cts.		
	MAGDALEN ISLANDS SECTION.					
1	Amherst	0	Miss J. Shea	50 00 or commission	Oct. 1, 1882	The Commission is 25 per cent on all business to and from the office in each instance; said commission guaranteed to be not less than at the rate of $50 per annum.
	To loop	4½				
2	Aurigny (on loop)	2¼		50 00 "		
3	Amherst Lighthouse	2				
	To main line	4¼	Wm. Reneau, repairer	120 00 "	June 9, 1908	
	To cable	2¼	Wm. Cormier	50 00 "	" 11, 1881	
	Cable stretch	6½				
4	Etang du Nord village	1½	J. G. Binet, gen. repairer	500 00 "	Dec. 1, 1900	Plus $1 per day when absent on duty.
			Mrs. A. Binet	100 00 "	" 1, 1881	
5	Etang du Nord Lighthouse (on loop)	1½	N. Arsenault	50 00 "	Sept. 1, 1901	Two wire loop line.
	To main line	1½				
6	Grindstone	7	W. Leslie	Commission 25 p.c	May 20, 1897	
7	Grindstone West	1	A. LeBourdais, dis. supt	900 00 "	Aug. 17, 1880	Plus $1 per day when absent on duty. The salary was $720 per annum prior to July 1, 1908.
	To cable (on loop)	¼	Mrs. Lebourdais, oper.	50 00 "	Sept. 15, 1893	
	Cable stretch (on loop)	⅓	J. J. Lebourdais	444 00 "	May 25, 1904	Temporary assistant.
8	House Harbour "	2¼	Camille Delaney	50 00 or commission	June 1, 1888	
9	Point Basse "	3	H. Arseneau	50 00 "	Aug. 1, 1902	
10	South Beach "	3				
	To main line (wire)	8½	F. Chevrier	50 00 "	July 1, 1905	
	To main cable	⅓				
	To loop	2¼				
11	Cap Vert (on loop)	¾	Mrs. G. Cyr	50 00 "	June 22, 1909	
	To main line	¼				
12	Wolfe Island	12				
13	Grosse Isle	11¼	N. Clarke	360 00 or commission	June 1, 1888	For repeating station. Prior to Dec. 1, '02, the allowance was $200 and commission for local agency.
			J. Quinn	180 00 "	Dec. 1, 1902	
14	Old Harry	9	L. C. Clarke	500 00 "	Mar. 8, 1907	
15	Grand Entry	5¾	Mrs. F. Atkins	50 00 "	Feb. 18, 1882	

Total mileage, Magdalen Islands systems: Land wires, 102; Cables, 80¼; Pole Line, 83¾.

GOVERNMENT TELEGRAPH SERVICE.

MAGDALEN ISLANDS SYSTEM—*Concluded.*

MAGDALEN ISLANDS SECTION—*Concluded.*

No.	Stations.	Intermediate Distance.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
	CABLE CONNECTIONS.	Miles.		$ cts.		
	Grosse Isle	0				
	Old Harry (wire only)	9	(Cable landing)			
	Cable to Meat Cove, Cape Breton	55	(See Meat Cove Line)			
	Grosse Isle	0				
	Cable to Bryon Island	11				
	Bryon Island	1	W. Dingwall	150 00 or commission	Jan. 1, 1903	Two wire loop line from terminal hut for Grosse Isle cable.
	Bryon Lighthouse	3½	P. Chevrier	50 00 "		
	Amherst	0				
	Cable to Entry Island	6¾				To be completed in season of 1910.
	Entry Island Lighthouse	2				
		162¼				
	NORTH SYDNEY—MEAT COVE SECTION.					
1	Meat Cove*	0	Mrs. H. L. McEachern	50 00 or commission	Sept. 1, 1907	*The commission is 25 p.c. of the tolls for the government line on all business to and from the office in each instance; said commission guaranteed to be not less than at the rate of $50 per annum.
	To loop	7				
2	Bay St. Lawrence (loopwire)	½	V. Therriault	720 00	May 1, 1902	Cable station at Bay St. Lawrence in place of Meat Cove since September 1, 1906.
			Mrs. V. Therriault, Asst.	420 00	May 1, 1902	
	Money Point (Branch line)	8	See accompanying table			
3	Aspy Bay	4½	R. G. Zwicker	50 00 or commission	Jan. 19, 1910	This office was formerly in charge of the late Mr. J. Y. Nichols.
4	Cape North Inland	5	N. A. McDonald	50 00 "	May 13, 1904	
	To loop	1				
5	Dingwall (loopwire)	5½	Joe O'Brien	50 00 "	Nov. 1, 1907	
	To loop	10				
6	Neils Harbour (loopwire)	2½	M. McLeod	50 00 "	April 1, 1887	
7	Ingonish	9	Mrs. S. S. Burke	50 00 "	June 1, 1904	
8	South Ingonish	10½	Mrs. M. C. Williams	50 00 "	Jan. 11, 1910	Formerly in charge of Mr. Geo. Brewer resigned.
9	Ingonish Ferry (¼ mile cable included)	2¾	Miss Anna McLeod	50 00 "	Oct. 1, 1903	
10	Wreck Cove	9	Miss Mary Morrison	50 00 "	May 18, 1908	
11	French River	5	John McDonald	50 00 "	April 1, 1899	
12	Breton Cove	2	D. B. McLeod	25 p.c. commission	July 19, 1907	
13	Indian Brook	7	Sadie McDonald	50 00 or commission	Feb. 1, 1907	
	To loop	2				

14	Murray (on loop)	8	R. B. Matheson	50 00	"	Jan. 29, 1902.	Closed during winter of 1909-10.
15	North River Bridge (on loop)	2	D. J. Morrison	50 00	"	Oct. 5, 1909.	
	To main line	10					
16	Englishtown (¼ mile cable included)	4	W. Bingham	120 00	and commiss., and 25 p.c. R. & Cks	July 19, 1882.	Switching point for Baddeck line.
17	South Gut (on loop)	5					Closed Dec. 31, 1899.
18	Baddeck (on loop)	13	L. M. Anderson	100 00	and 25 p.c. R. & Cks	June 17, 1904.	Salary.—$120 per year previous to this appointment. Former Agent Mr. A. Anderson.
	To Englishtown	18					This loop to Baddeck starts from and returns to Englishtown.
19	Kellys Cove (New Campbellton)	12	Miss A. Morrison	50 00	or commission	Dec. 2, 1909.	
20	Big Bras d'Or (½ mile cable included)	2½	D. Livingston	100 00	"	Jan. 1, 1889.	Increase from $50 to $100 since November 1, 1904
21	Little Bras d'Or (350 ft. cable included)	8	Miss D. E. Grantmyer	50 00	"	Dec. 1, 1906.	
22	North Sydney	4½	W. U. Tel. Co.		Commis'n only		The commission is 50 p.c. on local business and 25 p.c. on through messages; and covers supervision of line and office accommodation at North Sydney.
	Instructor		Miss B. Bingham, Englishtown	444 00		Nov. 1, 1902	
	General Inspector		A. B. McDonald, North Sydney	1,300 00		May 9, 1905.	Allowance of $300 per year in addition for office rent, &c. Mr. McDonald accompanies the s.s. *Tyrian* as electrician in connection with cable laying and repairing.
	District Superintendent, for all lines in Cape Breton		D. C. Dawson, St. John, N. B.	720 00		Jan. 24, 1892[1]	Latest adjustment of allowance dates from July 1, 1907. The C. B. lines are operated in conjunction with the Western Union Telegraph.
	Total	177¾		2,674 00			
	Miles of Wire 176¾.						
	" Cable 1.						
	" Pole line 144½.						
	Repairers Sections.						
	General—						
	Meat Cove—Big Bras d'Or	162¾	S. S. Burke, Ingonish	480 per annum		April 1, 1904.	Horsehire allowed in addition since Dec. 1, 1909.
	Big Bras d'Or—North Sydney	15	Jos. Logue, North Sydney	(See Eskasoni Line, &c.).			
	Local						
	Meat Cove—Money Point and Aspy Bay	20	Angus S. McDonald	80 00	per annum	June 10, 1910.	NOTE.—The rates of allowance are as adjusted in June 1910. In reckoning the repair sections, loops (2 wire lines) are taken as equivalent to 50 p.c. additional pole line. Thus the Murray loop 20 miles of wire and 10 miles of poles is equivalent to 15 miles of pole line.
	Aspy Bay—Neils Harbour	24	M. McCaskell	90 00	"	Prior to June, 1910	
	Neils Harbour—Ingonish Ferry	21¾	Frank Warren	90 00	"	" "	
	Ingonish Ferry—Englishtown	29	N. M. McLeod	100 00	"	" "	

*Meat Cove station connects with the Magdalen Islands system by a cable to Old Harry Head, 55 knots, and Bay St. Lawrence with St. Pauls Island by a cable of 20 knots. The latter is operated with telephones.

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

NORTH SYDNEY MEAT COVE SECTION—*Concluded.*

No.	Stations.	Intermediate Distance.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
	Repairers Sections—Con.	Miles.		$ cts.		
	Baddeck Loop Line	36	D. McAuley	100 00 per annum	Prior to June, 1910	
	Murray Loop Line	20	J. Smith	60 00 "	" "	
	Englishtown—Big Bras d'Or	14½	H. Campbell	60 00 "	" "	
	Big Bras d'Or—North Sydney	12½	Duncan McRae	60 00 "	June 1, 1910.	
	Money Point Branch.	177¾				
1	Bay St. Lawrence	0	V. Therriault	Accommodation.	Dec. 10, 1907.	This line was established and is being operated by telephone in the interest of the Signal Service.
2	Bay St. Lawrence Beach	1½	J. O'Brien	"	" "	
3	Cape North Light (Money Point)	5½	Norman McLeod	"	" "	
4	Cape North Fog Alarm (Money Point)	1	Stanley Hackett	"	June 1, 1909.	
	Total	8				

CAPE BRETON : NORTH SYDNEY, BOULARDERIE AND ESKASONI SECTIONS.

	Boularderie Line. *North Sydney.*					
	Little Bras d'Or (M.C. poles)	4½	(See Meat Cove line)			
1	Alder Point (loop line)	5	Mrs. John Arsenault	50 00 or commission	Dec. 1, 1906	The commission is 25 p. c. of the Govt. line tolls in each instance and is guaranteed to amount to not less than $50 per annum.
2	Groves Point (1 mi. M. C. poles)	3	Mrs. Mary Dunlop	50 00 "	" 1, 1906	
3	Hillside	4	Mrs. Christina McKenzie	50 00 "	Feb. 1, 1907	
4	Boularderie West	4	John McIntyre	50 00 "	Jan. 1, 1907	
5	S. S. Boularderie	3	Donald McRae	50 00 "	" 1, 1907	
6	Point Clear	4	Mrs. M. McLeod	50 00 "	Dec. 1, 1906	
7	Upper Kempt Head	7	Mrs. Murdock McKenzie	50 00 "	Oct. 6, 1904	
8	Ross Ferry	6½	Robert Campbell	50 00 "	" 6, 1904	
9	Boularderie Centre	6	Mrs. J. B. McKenzie	50 00 "	" 6, 1904	
	Big Bras d'Or	7½	(See Meat Cove line)			
	Total miles of wire	54½	Pole line 51.	450 00		

	Repairers Sections.						
	Alder Point Little Bras d'Or	5	Captain John Arsenault	50 00	or commission.	Jan. 1, 1907	
	Big Bras d'Or—Upper Kempt Head	20	J. A. C. McKenzie	50 00	"	" 1, 1907	
	Little Bras d'Or—Upper Kempt Head	24	M. McLeod	50 00	"	July 12, 1909	
	On Meat Cove poles	5½					
	General repairer		Jos. Logue		(See below).		
	Total	54½		150 00			
	Eskasoni Line.						
	North Sydney						
1	French Vale (5⅞ on Gabarus poles)	11	John J. McLean	50 00	or commission.	March 25, 1907	The commission is 25 p. c. of the Govt. line tolls in each instance and is guaranteed to amount to not less than $50 per annum.
2	Gillis Lake	5	Daniel H. Gillis	50 00	"	Feb. 28, 1907	
3	East Bay	4	Miss M. L. McNeil	50 00	"		
4	North Side, East Bay	6	James J. Gillis	50 00	"	Jan. 15, 1907	
5	Eskasoni	5	Miss Sadie McMillan	50 00	"	Dec. 6, 1907	
6	Castle Bay	6	Miss Maria McDonald	50 00	"	Jan. 10, 1907	
7	Benacadie Pond	5	J. N. McNeil	50 00	"	March 20, 1909	
8	Benacadie	5	Hugh Farrell	50 00	"	" 20, 1909	
9	Piper's Cove	2	M. D. McNeil	50 00	"	" 20, 1909	
10	Grand Narrows	4	J. J. McNeil	50 00	"	May 1, 1910	Previously in charge of Daniel McNeil.
	Total miles of wire	53	Pole line 47½.	500 00			
	Repairers Sections.						
	On Meat Cove poles	5¾	A. G. McLean, McLeanville	$50 00	per annum	June 1, 1907	
	From Meat Cove Line to Gillis Lake	10¼					
	From Gillis Lake to Eskasoni (Castle Bay)	21	Duncan Gillis, North Side, East Bay	50 00	"	" 1, 1907	
	From Castle Bay to Grand Narrows	16	J. L. McDonald, Grand Narrows	50 00	"	June 10, 1909	
	Total	53		150 00			
	General Repairer.						
	Boularderie line	54½					
	Eskasoni line	53					
	Gabarus line: North Sydney—Leitche's Creek	5⅞	Jos. Logue, North Sydney	$540 00	per annum	Jan. 1, 1906	Horse hire allowed in addition.
	Meat Cove line: North Sydney—Big Bras d'Or	15					
	Total	128¼					

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

BAY ST. LAWRENCE–HAWKESBURY SECTION.

No.	Stations.	Intermediate Distance.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
		Miles.		$ cts.		
	Bay St. Lawrence	0	(See North Sydney Line)			
1	Meat Cove	7¼	" "			
2	Cape St. Lawrence	4				
	½ way	1½	Mrs. C. Jamieson	50 00 or commission	Jan. 1, 1904.	The commission is 25 p.c. on all business to and from the office in each instance; said commission guaranteed to be not less than at the rate of $50 per annum.
	Poulets Cove	5½				
3	Pleasant Bay	8	Mrs. G. P. McIntósh	50 00 "	Sept. 1, 1907.	
	Barren	10				
4	Cheticamp (Eastern Harbour)	10	Chas. J. Aucoin	50 00 "	Aug. 3, 1905.	
5	Grand Etang	8	G. Doucet	50 00 "	Sept. 3, 1902.	
6	Margaree Harbour	8	A. B. C. McLean	120 00 without com'n.	Oct. 20, 1896.	Allowance 50 p.c. Receipts and cheques government line prior to May, 1910.
7	Margaree Forks	8	Sarah McDougall	50 00 or commission	Sept. 10, 1908.	
8	N.E. Margaree (loop wire)	10	Mrs. J. D. Ross	50 00 "	Feb. 1, 1898.	
9	S.W. Margaree	4	D. D. McFarlane	50 00 "	" 1, 1898.	
	To loop	12				
10	Inverness (loop wire)	8	Miss Annie Smith	140 00 without com'n.	Aug. 1, 1908.	Allowance 50 p.c. Receipts and cheques for government line prior to May, 1910.
11	Strathlorne (Willow Bank)	3	Miss C. McLean	50 00 or commission	Nov. 1, 1908.	
12	Mabou	9	Mrs. M. McDonald	120 00 without com'n.	Apr. 1, 1887.	
13	Port Hood	10	D. J. McDonald	50 00 or commission	July 1, 1903.	
14	Smith's Id. (on loop) 1 mile cable included	3¼	Miss E. L. Smith	50 00 "	Nov. 1, 1907.	
15	Henry Id. (on loop) 1½ miles cable included	3½	Miss C. McLennan	50 00 "	" 8, 1907.	
	To Port Hood, 2½ miles cable included	6¾				
16	Judique	10	E. McDonald	50 00 "	July 1, 1904.	
17	Craignish (Craigmore)	8	Allan Cameron	50 00 "	Nov. 1, 1903.	
18	Port Hastings	10	Miss M. McFarlane	50 00 "	" 1, 1903.	
19	Hawkesbury	3¾	Miss E. McDonald	120 00 without com'n.	" 1, 1903.	
	Total	171½		1,200 00		

Miles of wire, 166½; miles of cable, 5; miles of pole line, 150.

	Wycocomagh Branch Line.						
	Strathlorne (Willow Banks)	0					
1	McCormick (Loch Ban) ..	2¾	Mrs. Agnes McCormick...	50 00 or commission	Mar. 4, 1910.		
	To loop.....	6					
2	West Lake	2¾	P. M. McInnes.....	50 00 " ..	" 4, 1910.		
	To main line.....	2¾					
3	Brook Village.....	6	Matthew McDaniel	50 00 " .	" 4, 1910.		
4	Wycocomagh.....	12½	Daniel Ross.	50 00 " ..	" 4, 1910.		
	Total miles of wire....	32¼	Pole line, 29½.	200 00			
	Repairers Sections.						
	General						
	Meat Cove—Inverness ..	104½	A. A. Kennedy, Inverness.	420 00 per annum....	May 17, 1910.	Horse hire allowed in addition to salary.	
	Inverness—Hawkesbury.	67¾	J. F. McMillan, Port Hast-				
	Wycocomagh Line.....	32¾	ings.....	420 00 "	" 17, 1910.	"	"
	Local—						
	Bay St. Lawrence—Meat Cove.....	7¼	(See North Sydney Line)..				
	Meat Cove—Half-way Shanty.....	5½	R. Fraser...	40 00 "	May 20, 1903.		
	Half-way Shanty—Poulets Cove	5½	E. Fraser.....	30 00 "	" 20, 1903.		
	Poulets Cove—Pleasant Bay	8	K. Fraser.	40 00 "	" 20, 1903.		
	Pleasant Bay—Barren...	10	E. J. Timmons..	40 00 "	Mar. 16, 1909.		
	Barren—Cheticamp	10	J. A. Chaisson..	40 00 " ...	July 1, 1905.		
	Cheticamp—Grand Etang	8	Joseph L. Chaisson	40 00 "	" 1, 1905.		
	Grand Etang—Margaree H.....	8	H. K. McLean.....	25 00 "	" 1, 1905.		
	Margaree H.—S.W. Margaree and N.E. Margaree loop	22	Alex. McFarlane, sr.....	50 00 "	" 4, 1902.	Allowance previously $40, readjusted in January, 1910.	
	S. W. Margaree—Strathlorne.....	23	J. D. McFarlane.... ...	40 00 "	June 4, 1902.		
	Strathlorne—Mabou	9	L. G. McDougall	40 00 "	Nov. 3, 1902.		
	Mabou and Judique.....	20	J. A. Campbell	50 00 " ..			
	Judique & Port Hawkesbury.....	21¾	J. N. McIsaac.....	50 00 " ..	Aug. 1, 1904.	Of this section (see list) 5 miles is submarine cable, the land line portions covering but 4½ miles of 2-wire line for the loop.	
	Pt. Hood Islands	13½	Ambroise Smith.....	20 00 " ...	" 1, 1908.		
	Total.....	171½		1,345 00			

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

CAPE BRETON—HAWKESBURY-SCATARIE ISLAND SECTION.

No.	Stations.	Intermediate Distance.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
		Miles.		$ cts.		
	Hawkesbury	0	(See Bay St. Lawrence line)			
1	River Bourgeois	26	M. E. Boyd	50 00 or commission	Nov. 1, 1903.	The commission is 25 p.c. of the Government line tolls, and is guaranteed to amount to not less than $50 per annum. Where 50 p.c. commission is paid there is no guarantee as to amount.
2	St. Peters	6	R. C. Morrison	100 00 "	" 1, 1903.	Main battery at St. Peters.
3	Rockdale	4	D. B. Pottie	Commission (25 p.c.) only	" 1, 1909.	
	To loop	2¾				
4	Lower Lardoise (loop wire).	½	Mrs. E. Finlayson	50 00 or commission	May 11, 1910.	
5	Grand River	7	Miss E. A. Finlayson	50 00 "	June 1, 1903.	
6	St. Esprit (Laframbois Intervale).	13	Mrs. J. D. Morrison	50 00 "	Sept. 1, 1906.	
7	Fourchie (Fourchu)	13	John McKinnon	50 00 "	June 22, 1910.	
	To loop	16				
8	Gabarus (loop wire)	3	Miss C. Grant	360 00 without comm'n	Jan. 16, 1904.	Repeating office. Automatic repeaters for North Sydney line.
9	Louisburg	11	Wesley Townsend	50 00 or commission	Feb. 1, 1904.	
10	Big Lorraine	3	Fraser Wilcox	Accommodation office	June 1, 1910.	
11	Main-à-Dieu	10	Miss H. Dickson	100 00 or commission	Oct. 1, 1910.	Main battery at Main-à-Dieu.
	To landing	1				
12	Scatarie Island West (cable)	3¼	E. E. Pope	50 00 "	Aug. 15, 1904.	
13	Scatarie Island East	7¾	J. T. Martel	50 00 "	" 1, 1904.	
	Total	126¾		960 00		

Miles of wire, 123½; miles of cable, 3¼; miles of pole line, 121¾.

	Grand River—Gabarus Line					
	Grand River	0	(See Hawkesbury line).			
	To loop	7				
1	Grand River Falls (loop wire).	3	Mrs. E. D. McKillop	50 00 or commission	Dec. 20, 1907.	
2	Loch Lomond	5½	Mrs. J. McK. Fraser	50 00 "	" 14, 1907.	
3	Enon	4	Miss E. McDonald	50 00 "	May 13, 1908.	

	Salmon River	16					
	Victoria Bridge	8					
1	Gabarus (North Sydney line poles, 2½ miles).	5	(See Hawkesbury line).				
	Total	48½	Pole line, 44½.	150 00			
	N. Sydney—Gabarus Line.						
	North Sydney	0	See Meat Cove line				This line between North Sydney and Gabarus, without any intermediate offices prior to June, 1910, has been in operation since December 11, 1903.
1	Ball's Creek	9	D. A. McCormick	Commission (25 p.c.) only	June	1, 1910.	
2	Marion Bridge	17½	Mrs. John E. Morrison	50 00 or commission	"	1, 1910.	
3	Gabarus (Hawkesbury pole line, 3 miles).	12	(See Hawkesbury line).				
	Total	38½	Pole line, 35½.	50 00			
	Repairers Sections.						
	Local—						
	Grand River to Enon	19½	H. Urquhart, Grand River	50 00 per annum	June	10, 1909.	
	Grand River to Fourchu	26	D. McKillop, Grand River	50 00 "	"	10, 1909.	
	General—						
	Hawkesbury to Gabarus	89⅜	G. E. Bissett, St. Peters	420 00 "	Aug.	1, 1904.	Horse hire allowed in addition since December 1, 1909.
	Gabarus to N. Sydney	38½	E. M. Dickson, Louisburg	540 00 "	"	1, 1907.	Horse hire allowed in addition.
	Gabarus to Scatarie Id. E.	33½					
	Gabarus to Enon	29					

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

CHATHAM-ESCUMINAC, N.B., TELEGRAPH SYSTEM.

No.	Stations.	Intermediate Distance.	Agents and Operators.	Salaries per annum.	Date of Appointment.	Memo.
		Miles.		$ cts.		
1	Chatham	0	Great Northwestern Telegraph Co.	185 00		This amount is paid for supervision of the line and office accommodation at Chatham.
2	Black Brook	5½	M. McDougall	50 00 or commission	July 1, 1904	The commission is 25 p. c. of the Government line tariff receipts in each instance, and is guaranteed to amount to not less than $50 per annum.
3	Baie du Vin	15	M. A. Williston	50 00 "		
4	Lower Hardwicke	6	Mrs. M. Bremner	50 00 "	Aug. 1, 1891	
5	Escuminac	3¾	D. Lewis	50 00 "	Sept. 1, 1885	
6	Point Escuminac lighthouse	12	K. R. McLennan	50 00 "	Nov. 1, 1893	$12 per annum allowed for care of main battery at Point Escuminac.
	Totals	42¼		435 00		

NOVA SCOTIA TELEGRAPH SYSTEM.

Cape Sable Section.

1	Barrington	0				This line has been leased to the Barrington Telephone Company from August 12, 1897. The lease is terminable at any time.
2	Newelton (including 1½ knots cable)	11				
3	Cape Sable Island lighthouse (including ¼ mile cable)	6¾				
	Totals	17¾				

East Coast Section.

N.B.—In connection with the Signal Service a land line, 208 miles in length, was erected in 1881, between Canso and Halifax, for a bonus of $16,000, and is maintained and operated by the Western Union Telegraph Company, without further cost to the Government.

BAY OF FUNDY, N.B. TELEGRAPH SYSTEM.

Grand Manan Section.

No.	Stations.	Intermediate Distance.	Agents and Operators.	Salaries per annum.	Date of Appointment.	Memo.
		Miles.		$ cts.		
	Long Eddy Cable Hut to—					The commission is 25 p. c. on all Government line business to and from the office and commission guaranteed not to be less than at the rate of $50 per annum. When 50 p.c. commission is paid there is no guarantee as to amount.
1	Flaggs Cove	3	Mrs. C. C. Seely	540 00	Nov. 18, 1880	
	"		J. R. Parker	240 00	April, 1910	
	"		A. Gilmour (repairer)	60 00	Dec. 1, 1894	
2	Castalia	2½	Geo. E. Dalzell	25 p. c. commission	June 1, 1898	
3	Woodwards Cove	3½	M. A. Fraser	50 p. c. "	Feb. 28, 1893	
4	Grand Harbour	2	I. L. Newton	75 00 or "	April 1, 1887	$25 00 per annum included for repeating White Head Branch.
5	Seal Cove	4½	J. A. Ingersoll	50 00 "	Sept. 22, 1899	
6	"	¼	Mrs. Robert Fraser	25 00 "	Aug. 1, 1907	
7	Deep Cove	2	O. McLaughlin,	25 p. c. "	April, 1897	
8	Southern Head	3¼	C. Ingersoll	25 p. c. "	April 22, 1897	Southern Head office is now operated by telephone from Seal Cove.
	Branch Line					
	Grand Harbour—					
9	Cheney's Island ½ knot cable	4¾	S. E. Russell	25 p. c. "	Feb. 1, 1891	
10	White Head Island ¾ knot cable	1½	Mrs. W. Cossaboom	50 00 or "	Feb. 1, 1903	
	Cable, Long Eddy to Herring Cove	10				
11	Herring Cove Cable Hut to					
	Welch Pool	4¾	E. J. Mitchell	210 00 and "	May 1, 1905	
	Cable across channel	1¾	Wellington Parker (lineman)	2 00 per day		Employed occasionally.
12	Eastport, Maine, U.S.A.	½	George H. Cushing	200 00	Dec. 26, 1881	
	Totals	44¼		1,450 00		

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

CHICOUTIMI AND NORTH OF ST. LAWRENCE TELEGRAPH SYSTEM.

CHICOUTIMI—TADOUSAC SECTION.

No.	Stations.	Intermediate Distance.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
				$ cts.		
1	Chicoutimi	0	J. C. Tache, Dist. Supt.	300 00	Jan. 1, 1905	
			J. D. Villeneuve, Insp'r.	660 00	April 1, 1906	
			J. A. Couet, clerk	180 00	" 1, 1906	
			T. Villeneuve, operator	540 00	" 1, 1907	
			J. P. Rivard, "	480 00	Aug. 1, 1909	
			J. Dube, messenger	120 00	Sept. 1, 1909	
			M. Desbiens, cleaner	72 00	Aug. 1, 1906	
			J. Fortin, repairer	420 00	June 1, 1897	
2	Ste. Anne	2½	Miss A. Gauthier, op'r.	50 00	Feb. 1, 1909	
			P. Guathier, repairer	350 00	" 1, 1904	
3	Ste. Fulgence	8	Rev. G. H. Gagnon, oper.	50 00	Jan. 1, 1904	
4	Lac Laurent	8	S. Gagnon, operator	50 00	April 1, 1906	
			J. Brisson, repairer	360 00	June 1, 1906	
5	Descente des Femmes	9	Aug. Villeneuve, operator.	50 00	April 1, 1906	
6	Ste. Marguerite Depot	34	E. Simard, operator	50 00	Aug. 1, 1909	
7	Ste. Marguerite	2	Mrs. P. Hervieux, operator	50 00	April 1, 1906	
8	Sacré Cœur	8	Miss L. Maltais "	50 00	" 1, 1906	
			H. Gravel, repairer	360 00	June 1, 1906	
9	Tadousac	12½	Eugene Caron, agent			See North Shore line.
		84		4,192 00		

CHICOUTIMI—PERIBONKA SECTION.

1	Chicoutimi	0	(See above).			
2	Ste. Anne	2½	" "			
	To loop	5½				
3	Shipshaw North, loop wire	4	J. Murdock, operator	50 00	Nov. 1, 1903	
4	Shipshaw	1	Miss M. Dufour, operator.	50 00	" 1, 1907	
5	St. Leonard	4	Geo. Gagnon, "	50 00	Sept. 1, 1903	
	To loop	2				
6	St. Ambroise loop wire	8	A. Simard, operator	50 00	June 1, 1905	
7	St. Charles Borromée	4½	B. Bouchard, "	50 00	Sept. 1, 1903	
8	Tache	7	Jean Fradette, "	50 00	Jan. 1, 1908	
	To loop	4½				

9	St. Joseph d'Alma, loop wire	6	{ Elie Gagne, "	50 00	"	1, 1908	
			{ Gedeon Verreault, rep.	360 00	Mar.	1, 1909	
10	St. Cœur de Marie	6	Alf. Rousseau, operator	50 00	Jan.	1, 1908	
11	La Pipe	6½	Hypolite Boivin, "	50 00	"	1, 1908	
12	Honfleur	8	Charles Lindsay, "	50 00	"	1, 1909	
13	Peribonka	9	Mrs. E. Niquette, "	50 00	"	1, 1909	
		78½		910 00			

CHICOUTIMI—LAC CLAIR SECTION.

1	Chicoutimi	0	(See above).				
2	Ste. Anne	2½	" "				
3	Range 6	3	Thos. Simard	50 00	Nov.	1, 1905	
4	Lac Charles	3	A. Dufour	50 00	"	1, 1904	
5	Lac Clair	4	L. Bouliane	50 00	"	1, 1905	
		12½		150 00			

MURRAY BAY—BAY ST. PAUL SECTION.

1	Murray Bay	0	Mrs. F. Vincent				See North Shore section.
2	Guay	5½	Jos. Demueles, operator	50 00	May	1, 1907	
3	St. Agnes	4½	Jos. Goudreau, "	50 00	March	1, 1905	
4	St. Hilarion	5	A. Bergeron, "	50 00	Sept.	1, 1909	
5	St. Urbain	8½	{ A. Boivin, "				See Chicoutimi section.
			{ M. Fortin, repairer				" " "
6	Bay St. Paul	9	F. Boivin, agent				" " "
		32½		150 00			

BAY ST. PAUL—PETITE RIVIERE BRANCH.

1	Bay St. Paul	0	F. Boivin				See Bay St. Paul, Chicoutimi section.
2	Petite Riviere (St. François)	13	L. S. Bouchard	50 00	Dec.	1, 1903	Payment at Bay St. Paul $25 a yr., and $12 for battery care for operation of this branch to Petite Riviere.
		13		50 00			

BAY ST. PAUL—ST. PLACIDE BRANCH.

1	Bay St. Paul	0	F. Boivin				See Bay St. Paul, Chicoutimi section.
2	St. Placide	8½	D. Simard	50 00	May	1, 1909	
		8½		50 00			

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

CHICOUTIMI AND NORTH SHORE OF ST. LAWRENCE TELEGRAPH SYSTEM.

BAY ST. PAUL—CHICOUTIMI SECTION.

No.	Stations.	Intermediate Distance	Agents and Operators.	Salaries per annum.	Date of Appointment.	Memo.
		Miles.		$ cts.		
1	Bay St. Paul		F. Boivin	420 00 per annum† { 25 p.c. commission.... }	April 1, 1885.	Increase from $360, Sept. 1, 1909. *The commission on business is 25 per cent of the Government tolls of the line; the amount guaranteed to be not less than $50 per annum.
2	St. Urbain	9	{ A. Boivin { Michel Fortin, rep'rer...	50 00 or commissi'n* 360 00 per annum...	" 1, 1885.	Increase from $270, July 1, 1909.
3	La Galette	37	S. Ouellette	150 00 or commission	Aug. 25, 1902.	Salary increased to $150 per annum, June 1, 1907.
4	Ferland	27½	B. Lavoie	50 00 "	Mar. 1, 1905.	Plus $25 per year for operating branch line to L'Anse St. Jean.
5	St. Alexis	10	Mrs. D. Simard	75 00 "	Nov. 1, 1899.	
6	St. Alphonse de Bagotville	3	Mrs. C. Levesque	150 00 per annum...	June 1, 1906.	J. Fortin's division includes the branch line to L'Anse St. Jean.
7	Chicoutimi	11½	....			
		98		1,255 00		†Salary increased to $360 per annum, June 1, 1907.
	Branch Line.					
	St. Alexis	0	Mrs. D. Simard	75 00	.....	
8	St. Felix d'Otis	10	P. V. Lavoie	50 00	Nov. 1, 1905.	
9	L'Anse St. Jean	30	Eris Degagné, rep'rer	350 00	" 1, 1907.	
10	Petite Saguenay	8	M. Tremblay	50 00	Sept. 1, 1903.	
11	Anse Cheval	6	Jos. Degagné	50 00	Feb. 1, 1905.	(This office had been closed since April 30, 1904.)
12	St. Etienne	7	....	....	.....	
	St. Catherine Bay	17	G. Boulienne (see North Shore W. B. Line)	....	....	
		78		575 00		
	Totals	176		1,830 00		

North Shore (West of Bersimis).

1	Murray Bay	0	Mrs. F. Vincent, operator.	50 00 or commission.	April 1, 1885.	Plus $25 per year, and $12 for battery care for operation of branch to Guay.
2	Cap à l'Aigle	4	Miss S. Bergeron "	50 00 "	June 1, 1905.	
3	St. Fidèle	6	Jos. Desbiens, operator	50 00 "	Dec. 1, 1904.	
4	Port au Persil	7	J. A. Brassard, operator A. Brassard, repairer	50 00 " 360 00	May 1, 1889. June 1, 1887.	
5	Cap Saumon Light (Loop from St. Siméon)	2	Delph. Bouchard, operator.	50 00 or commission.	April 1, 1910.	
6	St. Siméon	4	Johnny Tremblay "	50 00 "	Aug. 1, 1907.	
7	Baie des Rochers	12	Mde. D. G. Savard "	50 00 "	June —, 1887.	
8	St. Catherines Bay	18	G. Boulianne, repairer Mde. G. Boulianne, opr.	360 00 240 00	Nov. —, 1886.	
9	Tadousac (1½ knot cable)	1½	J. E. Caron, operator	360 00	Nov. 1, 1888	
10	Bergeronnes	10	Mde. M. Savard, operator.	50 00 or commission.	April —, 1885	
11	Bon Desir	5	Mde. E. Gauthier, operator.	50 00 "	Aug. 1, 1904.	
12	Escoumains	12	J. H. Topping, operator	50 00 "	" 1, 1885.	
13	Baie des Bacons	8	P. Bouchard, operator		May 6, 1902.	Commission 25 per cent without guarantee.
14	Sault au Mouton	6	C. E. Nolet, operator	50 00 or commission.	Nov. 1, 1906.	
15	Mille Vaches	2	Mde. L. Puize, operator	50 00 "	Aug. 1, 1907.	
16	Portneuf	11½	Leandre Bouchard, opr E. Courbron, repairer	50 00 " 420 00	July 1, 1890. April, 1, 1888.	
17	Hamilton Cove	1	Albert Topping, operator	25 p.c. commission	Sept. 1, 1903.	Accommodation office.
18	Sault au Cochon	7				Closed Sept. 30, 1896.
19	Bersimis West	31	Mrs. F. Miller, operator E. Pope, Dist. Supt.	50 00 or commission. 600 00	April 1, 1885.	
	Totals	148		3,010 00		

*Note.—In the estimates, the maintenance of the Chicoutimi and North Shore line is provided under head of North Shore Line. They are operated conjointly.

North Shore (East of Bersimis).

1	Bersimis East	5	A. Maloney, agent Mrs. A. Maloney, asst. opr. Jos. Gagnon, repairer	550 00 200 00 420 00	Sept. 21, 1896. July 1, 1906. Aug. 12, 1906.	Repeating office. Plus 50 cents per day when absent on duty.
2	Point aux Outardes	29	Miss G. Ross, operator D. Malouin, repairer	50 00 or commission. 420 00	Jan. 1, 1910. June 14, 1907.	" " "
3	Point Paradis	18				
4	Manicouagan	14				
5	Mistassini	22	W. Montreuil, operator and lineman	420 00	Oct. 23, 1908.	" " "
6	River Godbout	26	N. A. Comeau	50 00 or commission.	" 15, 1885.	
7	Point des Monts	18½	Victor Faffard	50 00 "	Dec. 28, 1883.	
8	Trinity Bay West	5½	Jos. Poulin	50 00 "	May 16, 1884	

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

CHICOUTIMI AND NORTH SHORE OF ST. LAWRENCE TELEGRAPH SYSTEM—*Continued.*

NORTH SHORE (East of Bersimis)—*Continued.*

No.	Stations.	Intermediate Distance.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
		Miles		$ cts.		
9	Trinity Bay East	2½	A. Bilodeau	25 p.c. commission	May 1, 1889.	
10	Caribou Island	7	Mrs. E. Chouinard	25 "	Oct. 19, 1905.	
11	Egg Island Light	8½	Paul Cote	Accommodation	Jan. 10, 1895.	No commission paid.
12	Point aux Anglais	2	Ludger Pelletier	"	"	" "
13	Pentecost	6½	P. Molloy	310 00 per annum	Sept. 17, 1905.	
14	May Islands	9	Mrs. P. Fournier	25 p.c. commission	Jan. 1, 1909.	
15	Ste. Marguerite	38½	A. Therriault	180 00 per annum	July 1, 1888.	
16	Clark City	5	North Shore Power, Railway and Navigation Co	25 p.c. commission	April 17, 1903.	
17	Seven Islands	17¾	P. E. Vigneault, agent	180 00 and 25 p.c. com.	Jan. 2, 1884.	
			F. Gallienne, repairer	540 00	Nov. 5, 1906.	Plus 50 cents per day when absent on duty.
18	Moisie West	14½	Mrs. Chicoine, operator	50 00 or commission	June 1, 1906.	
19	Moisie East	1	Holliday Bros	50 00 "		In operation during fishing season.
20	Pigou	28	Peter Wright, repairer	112 00	Oct. 1, 1902	
			Mrs. P. Wright, operator	100 00 or commission	" 1, 1902.	
21	Rivière aux Graines	29	Miss E. Girard "	50 00 "	" 7, 1909.	
22	Sheldrake	15	Mrs. A. Girard "	50 00 "	Dec. 1, 1904.	
23	Thunder River	6½	Mrs. H. Cody "	50 00 "	Feb. 1, 1890.	$12 per month for care of main battery.
24	Magpie	14	Geo. Poirier "	50 00 "	Sept. 17, 1905.	
25	St. John River	9	Ben Chambers "	50 00 "	Oct. 1, 1899.	
26	Long Point	10	E. H. Tetu, Dist. Supt	1,080 00	Nov. 1, 1891.	
			Mrs. E. H. Tetu, operator	300 00	" 1, 1903.	Repeating office for Anticosti cable in operation since Sept. 1, 1891.
			A. Fournier, agent	500 00	Sept. 11, 1906.	
			Mrs. A. Fournier, asst. op	180 00	" 11, 1906.	
27	Mingan	7	Mrs. C. Maloney, operator	100 00 or commission		Salary increased to $100 per annum, March 31, 1907.
28	Point Esquimaux	24	Mrs. E. Cyr, operator	240 00	Sept. 1, 1897.	
			E. Cyr, repairer	500 00	Nov. 2, 1902.	Plus 50 cents per day when absent on duty.
29	Betchouanes	20	Jos. Picard, opr. and rep	212 00	July 15, 1904	
30	Piastre Bay	23	Mrs. J. Beetz, operator	100 00	Sept. 18, 1902.	
			S. Tanguay, repairer	112 00	" 18, 1902.	
31	Watichou	15	Mrs. Cl. Bourque, operator	100 00	Dec. 1, 1903.	
			John Bourque, repairer	112 00	" 1, 1903.	
32	Aguanus	21¾	Mrs. Galant, operator	100 00	Sept. 3, 1902.	
			S. Galant, repairer	112 00	" 3, 1902.	
33	Natashquan	21	Miss Vignault, operator	100 00	" 5, 1905.	
			C. Vignault, repairer	112 00	" 5, 1902	

34	Kegaska	33	Miss Anderson, operator	100 00	" 16, 1902	
			Geo. Anderson, repairer	112 00	" 16, 1902	
35	Masquaro	18	J. L. Osborne, inspector	500 00	....	Plus 50 cents per day when absent on duty.
			Mrs. Jennis, operator	100 00	April 1, 1906	
			Wm. Foreman, repairer	112 00	June 1, 1903	
36	Romaine	25	Miss O. Blais, operator	100 00	Sept. 17, 1902	
			M. Blais, repairer	112 00	" 17, 1902	
37	Wolf Bay	24	Mrs. R. Jones, operator	100 00	Nov. 26, 1902	
			R. Jones, repairer	150 00	" 26, 1902	
38	Point au Maurier	24	Miss P. Galibois, operator	100 00	Sept. 19, 1902	
			J. Galibois, repairer	112 00	" 19, 1902	
39	Harrington	20	Mrs. Jones, operator	100 00	" 20, 1902	
			J. Jones, repairer	112 00	" 20, 1902	
40	Whale Head	17	Amadee Vignault, operator and repairer	212 00	....	
41	Mutton Bay	20	Alf. Cormier, rep. and opr.	444 00	June 1, 1902	
42	Baie de Ha	27	Mrs. J. Monger, operator	100 00	" 14, 1904	
			J. Monger, repairer	112 00	" 14, 1904	
43	St. Augustine	27	G. W. Burgess, rep. & opr.	212 00	Sept. 25, 1902	Hudson's Bay Co. post.
44	Chicatica Bay	21	Miss Esther Robin	100 00	June 30, 1906	
			George Robin	112 00	" 30, 1906	
45	Rocky Bay	30	Miss B. E. Chevalier, opr.	100 00	April 20, 1904	
			L. O. Chevalier, repairer	112 00	" 20, 1904	
46	Bonne Espérance	21	G. Chevalier, repairer	112 00	Oct. 2, 1902	
			Miss Chevalier, operator	110 00	" 2, 1902	
47	Brador Bay	29	Alex. Blais, operator	112 00	Sept. 1, 1909	
			Cyrille Jones, repairer	100 00	Oct. 10, 1909	
			P. C. Vignault, inspector	500 00	Feb. 1, 1903	Plus 50 cents when absent on duty.
48	Blanc Sablon	6	Thos. Morel, operator	212 00	Oct. 1, 1902	
49	Forteau Bay	13	A. Hart, rep. and opr.	212 00	July 19, 1902	
50	Pointe Amour	17	Thos. Whyatt, rep. and opr.	112 00	Feb. 17, 1903	
51	West St. Modeste	16	Jas. Bolger, rep. and opr.	212 00	Oct. 5, 1902	Main Battery.
52	Red Bay	13	Geo. Moore, repairer	112 00	" 9, 1902	
			Miss Moore, operator	100 00	" 9, 1902	
53	Chateau Bay	30	.....	.....	.....	Closed Dec. 1, 1906.
54	Belle Isle	23¾	.....	.....	....	Cable removed June 18, 1909.
	Totals	951¼		13,138 00		

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

LINE REPAIRERS, SECTIONS AND MILEAGE—MURRAY BAY TO CHATEAU BAY.

		Mileage.
A. Brassard, repairer	Murray Bay to Baie des Rochers	33
G. Boulianne "	Baie des Rochers to Bergeronnes	34½
" "	St. Catherines Bay to St. Etienne branch line	17
Ed. Courbron "	Bergeronnes to Rivière Colombier (16 miles west of Bersimis)	67½
Jos. Gagnon "	Rivière Colombier to West Crossing Rivière aux Outardes (21 miles east of Bersimis)	40
David Malouin "	East Crossing of Rivière aux Outardes to English Bay (7 miles east of Manicouagan)	41
Wm. Montreuil "	English Bay to St. Nicholas Harbour (14 miles west of Godbout)	27
N. A. Comeau "	St. Nicholas Harbour to Pointe des Monts	32½
Francis Gallienne, general repairer	Pointe des Monts to Thunder River	196¼
Ed. Cyr "	Thunder River to Kegaska	197¾
J. L. Osborne "	Kegaska to St. Augustine	202
P. C. Vignault "	St. Augustine to Chateau Bay	199
		1,073½

GROSSE ISLE QUARANTINE TELEGRAPH SYSTEM.

No.	Stations.	Intermediate Distance.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
		Miles.		$ cts.		
	Quebec	0	Great Northwestern Telegraph Co.	185 00		This amount is paid for supervision of the line, and covers rent of pole line from Quebec to L'Ange Gardien, for which $35 per annum is charged.
	L'Ange Gardien	13				
	Orleans Island (cable)	¾				
2	St. Pierre	4½	Marie Turcotte	50 00 or commission	Mar. 1, 1885.	This commission is 25 p. c. of the Government line tariff in each instance, and guaranteed to amount to not less than $50 per annum.
3	St. Petronille	3¼	Desneiges Plante	50 00 "	Oct. 1, 1896.	
4	St. Laurent	6½	M. Gobeil	120 00 and 25 per cent commission.	Sept. 15, 1888.	
5	St. Jean	7	P. Pouliot, dist. supt	1,120 00 and 25 per cent commission	Nov. 1, 1907	For local agency. Dist. Supt. and repairer.
6	St. François	6¾	Helene Lemelin	50 00 or commission	Oct. 1, 1907.	
7	Isle Réaux (including 2 knots cable).	3¼				
	Isle Réaux (land line)	2½				
8	Grosse Isle quarantine office (including 2 knots cable).	3½	Miss Julia Legace	100 00 and 25 per cent commission.	June 1, 1906.	$5 per month for messenger serv. in summer, and $12 p. annum allowed for care of main batt. at Gr. Isle.

Quarantine telephone system, 2 wire line.	1¼				Note.—The telephone system on Grosse Isle since May, 1893, has comprised 1¼ miles of 2 wire line with 11 connections or stations.
Grosse Isle to Crane Island (including 5 knots cable).	85	N. Lachance	50 00 or commission.	Nov. 1, 1907.	
Crane Island to Montmagny (cable).	5				Connection with the Bell Telephone System at Montmagny.
Loop Line (2 wires).					
St. François—St. François-Nord.	5	Mde. Irene Labbé	50 00 or commission	July 1, 1907.	
St. Jean—Ste. Famille	5½	P. Létourneau	50 00 "	April 2, 1904	
	76¼		1,825 00		

Note.—In addition to the above, there is included in the Quarantine Dist. Supt'cy the undermentioned lines:—

Telephone Lines.					
Les Ebouleements	0				
Isle aux Coudres (cable)	3				Leased to the Charlevoix and Saguenay Telephone Co.
On Isle aux Coudres.	10				
Beauport	0				
Laval	15				Connection at Beauport with the Bell Telephone System.
Total	28				

BEAUPORT LAVAL TELEPHONE LINE.

1	Beauport	0	J. Bélanger	25 p. c. commission*	Feb. 1, 1910.	Special allowance of $50 per year for general agency at Beauport.
2	Valliere's Mill	7½	A. Valliere	25 p. c. "	" 1, 1910.	Commission only.
3	Laval	7½	Rev. E. Giroux	Accommodation.		
4	"		Mme Touchette	25 p. c. commission	" 1, 1910.	*Commission is on Government line tolls only, and at Laval is guaranteed at the rate of $50 per year.
	Total	15				

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

BEAUPORT-LAVAL TELEPHONE LINE.

This line is under an agreement, operated in conjunction with the Bell Telephone Co.: and is directly connected with the Central Exchange at Quebec. The tariff for conversations and messages is as hereunder:—

BEAUPORT-LAVAL TELEPHONE LINE—TARIFF.

Local business between Beauport and Laval or intermediate points aside from the Telephone Exchange at Beauport, 10 cents for 3 minutes conversation and proportionate charge for any period in excess of 3 minutes, or for messages, 10 cents for 20 words and 3 cents for each additional 5 words or fraction thereof.

Exchange business between Quebec or Beauport and Laval or intermediate points for connections through the exchanges: 15 cents for 3 minutes conversation and proportionate charge for any period in excess of 3 minutes, or for messages, 15 cents for 20 words and 5 cents for each additional 5 words or fraction thereof.

Through business with points on the Bell Telephone Company's lines beyond Quebec, the above rate of 15 cents, &c., to be added to the company's established rates beyond Quebec.

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

ONTARIO—PELEE ISLAND TELEGRAPH SERVICE.

No.	Stations	Intermediate Distance.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
		Miles.		$ cts.		
1	District Supt.'s House	0	J. McR. Selkirk, Dist. Supt.	50 00 per annum	Nov. 1, —	Private Instrument.
2	Leamington office	0	" "	Commission 20 p.c.	Nov. 1, 1888.	
	" "	2½	To cable landing (Mainland)			Near Leamington Dock.
	Mainland to Pelee Island	17¼	" (Island)		Nov. 1, 1888. Aug. , 1901.	Near Scudder Dock.
3	North Dock	0	C. B. Quick	Commission 25 p.c.	Nov. 1, 1881.	
4	North Point Lighthouse	3	J. R. Ledwell	"	June 1, 1899	
5	McCormicks store (31)	¼	J. F. McCormick	"	Oct. 28, 1909.	
6	Ouellettes	1½	A. Ouellette	"	June 19, 1908.	
7	W. J. McCormick		W. J. McCormick	Private Instrument		Formerly Dr. H. O. Van Epp.
8	Dr. H. O. Van Epp		Dr. H. O. Van Epp	Accommodation office	April 9, 1909.	
9	Hotel, Station 32	2¾	Mrs. R. Little	Commission 25 p.c.	April 9, 1909.	
10	West Dock	¼	A. M. McCormick	"	Nov. 1, 1888.	
11	Srigley	3	Jas. Srigley	"	Nov. 12, 1908.	
12	Pelee South	2	R. E. McCormick	"	Aug. 1, 1904.	
13	Bairds House, Leamington	2½	A. Baird	"	Nov. 2, 1904.	
14	Jackson & Mass.	5	Jackson & Mass.	"	Mar. 25, 1910.	Near Old Club House Station.
15	Bairds House, P. Pelee	2½	A. W. Baird	Accommodation office	June 23, 1909.	
16	Tildens	¼	W. Tilden	Commission 25 p.c.	April 29, 1905.	
17	Point Pelee	2½	W. A. Grubb	"	Nov. 1, 1888.	
		45¾		50 00		

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

NORTHWEST LINES.

QU'APPELLE—EDMONTON SECTION.

No.	Stations.	Inter. mediate Distance.	Agents and Operators.	Salaries per annum.	Date of Appointment.	Memo.
		Miles.		$ cts.		
1	Qu'Appelle	0	C. P. R. Co.	420 00	Dec. 1, 1896.	Agent operator joint with C. P. R.
2	Fort Qu'Appelle	17	P. R. Elmer	720 00	Aug. 15, 1906.	
	" "		D. Sutherland, lineman	600 00	Dec. 1, 1909.	Lineman Wilson, died Nov. 1909.
3	Lipton (loop wire)	11	C. P. R. Co	Commission 10 p.c	May 1, 1906.	Agent at Lipton joint with C. P. R.
4	Kutawa	46	A. VonLindeburgh	720 00	Nov. 1, 1883.	Touchwood office closed.
5	South Humboldt	78	H. J. Macdonald	720 00	Feb. 1, 1904.	
6	Saskatoon	69	C. P. R. Co.	300 00	Jan. 1, 1892.	Agent joint with C. P. R.
			G. T. Clement, lineman	600 00	Oct. 16, 1903.	
7	Warman	14	C. N. R.	Commission 10 p.c	Nov. 23, 1905.	
8	Henrietta	38	W. J. Salsbury	720 00	Oct. 1, 1886.	
9	Battleford	47	J. D. Noel	720 00	" 1, 1900.	
			J. T. Dewan, lineman	600 00	Nov. 1, 1909.	W. Dewan, resigned Nov. 1, 1909.
10	Bresaylor	27	J. T. Callahan	720 00	Dec. 1, 1900.	
....	To loop	63	.....	.....	.....	At Old Fort Pitt.
11	Lloydminster	29	A. Bowtell	720 00	Dec. 1, 1907.	Transferred from Onion Lake, July, 1909.
			G. G. Mann	720 00	Aug. 1, 1902.	" Moose, May, 1909.
....	To main line	29	.....	.....	.....	
12	Onion Lake	13	H. McClenghan	720 00	Aug. 1, 1892.	Transferred from Lloydminster, July, 1909.
13	Moose	35	J. A. McCartney	720 00	June 1, 1909.	G. G. Mann, transferred to Lloydminster.
14	St. Paul des Metis	35	J. A. Gagnon (act. agent)	600 00	May 1, 1909.	C. Boulene, resigned April 30, 1909.
15	Saddle Lake	18	J. W. Carroll	720 00	Sept. 1, 1900.	Phone line to Industrial School 6½ miles.
16	Pakan (Victoria)	37	R. Gordon	600 00	Feb. 1, 1905.	
17	Andrew (loop wire 9 miles)	10	B. Carey	600 00	Mar. 15, 1906.	
			C. Norn	600 00	" 15, 1906.	
18	*Whitford	7	——(Postmaster)	Commission	July 1, 1905.	*Branch line Andrew to Whitford 7 miles operated by telephone.
19	Star	18	K. A Morrison	600 00	Aug. 2, 1904.	
20	Fort Saskatchewan	25	A. W. M. Campbell	720 00	" 1, 1898.	
			Geo. Wilder	900 00	Dec. 1, 1908.	Salary increased in July, 1909.
			T. Boothe, messenger	240 00	Nov. 1, 1909.	
21	Edmonton	18	H. Hunt, act. lineman	720 00	Aug. 1, 1908.	Transferred from Qu'Appelle.
			R. C. Macdonald, Supt.	1,900 00	Oct. 1, 1905	Salary increased to $1,900, April, 1909.
			J. S. Macdonald, G. Ins.	2,000 00	June 1, 1905.	
	Totals	684		19,920 00		

	Peace River Line.					
....	Edmonton	0	(Preceding table)			
1	Halfway Lake	49	Jesse Egge	Commission 25 p.c	Jan. 1, 1910	C. Egge, resigned.
2	Athabasca Landing	49	Jas. McKernan	600 00	Oct. 1, 1901	
3	Mirror Landing	70	G. E. MacLeod, c. lineman	900 00	Nov. 6, 1906	Until recently located at Edmonton.
			Miss M. MacLeod, agent opr	720 00	Mar. 1, 1910	
	Totals	168		2,220 00		
	Wood Mountain Line.					
1	Moosejaw	0	C. P. R. Co.	240 00	Dec. 1, 1891	Agent joint with C. P. R.
			H. Sikes, bat'y man	120 00	Feb. 1, 1906	
2	Limerick	60	E. R. Lossing, act. agent	720 00	Dec. 1, 1908	
3	Wood Mountain	30½	J. H. Thomson	720 00	" 1, 1890	
			F. Brown, lineman	720 00	Nov. 1, 1905	
4	Elm Springs	10	J. Thomson	Commission 25 p.c	March 1, 1910	
5	Willow Bunch	29½	M. A. Noel	720 00	Oct. 19, 1904	
	Totals	130		3,240 00		
	Duck Lake Line.					
1	Batoche	0	D. H. Grant	120 00	Oct. 1, 1902	
2	Duck Lake	9	W. J. Learmouth	120 00	Dec. 1, 1907	
	Totals	9		240 00		
	Branch Telephone Lines.					
....	Edmonton	0				
1	Winterburn	8½				
2	Indian Agency	5½				
3	Spruce Grove	8				
4	Stoney Plain Stations	6½				This line was built in 1904 and is being operated from the central telephone office at Edmonton.
5	" Centre	3½				
	Total	32				
....	Edmonton	0				
1	St. Albert	9				
2	Raye	12				
3	Riviere-qui-Barre	8				This line has been in operation to St. Albert since 1895, and to Alexandria since 1903, from the central telephone office at Edmonton.
4	Alexandria	5				
	Total	34				

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

NORTHWEST LINES—*Continued.*

Qu'Appelle—Edmonton Section.

No.	Stations.	Inter. mediate Distance.	Agents and Operators.	Salaries per annum.	Date of Appointment.	Memo.
		Miles.		$ cts.		
	Banff Telephone System.					
...	Local system in Banff National Park	6				
....	Aylmer Park	2				
13	Lake Minnewaka	6½				This system is looked after by Mr. Douglas, superintendent of the National Park. The local system was in operation for several years prior to 1905, when extensions were made to Aylmer Park and Lake Minnewaka. The original instruments were replaced by new ones and in all 13 sets were installed.
	Total	14½				
	File Hills Line.					
...	Fort Qu'Appelle	0				
1	LeBret	4				
2	Balcarres	11				
3	File Hills Agency	13				This line was built in 1908, for the convenience of the Department of Indian Affairs.
	Total	28				
	Kamsac Line.					
1	Kamsac (C.N.Ry.)	0				
2	Indian Agency	6½				This line was built in 1907, for the Department of Indian Affairs. Kamsac is on the C. N. Ry., 100 miles N.E. of Fort Qu'Appelle and in no way connected with the Government telegraph line.
	Total	6½				

GOVERNMENT TELEGRAPH SERVICE.

TELEPHONE LINES IN BRITISH COLUMBIA.

No.	Stations.	Intermediate Distance.	Agents, &c.	Positions.	Salaries per Annum.	Date of Appointment.	Memo.
	Kamloops—Okanagan Valley Line.	Miles.			$ cts.		
1	Kamloops	.....	L. A Palmer	*Agent	120 00	Jan. 1, 1907	
		.....	L. A. Palmer	For messenger	180 00		
2	McLeods	12	Wm. McLeod	Agent	Commiss.†	July, 1901	
3	Petersons	4	J. Bulman	"	"	" 1909	
4	McDonalds	1	W. R. McDonald	"	"	" 1901	
5	Stump Lake	4	W. F. Palmer	"	"	" 1901	
6	Friskens	2	Jas. Frisken	"	"	June, 1905	
7	Moores	14	J. N. Moore	"	"	July 1, 1905	
8	Guichons	9	Jos. Guichon	"	"	" 1, 1905	
9	Quilchena	2	J. A. Guichon	"	"	May 1, 1907	
10	Nicola	8	Mrs. M. V. Munro	* "	180 00	July 1, 1905	
		.....	Mrs. M. V. Munro	Rent office	120 00		
11	Hospital	8	Dr. Tutill	Agent	Commiss.	Nov., 1908	
12	Merritt	1	G. B. Armstrong	"	"	Oct., 1908	
13	Coutlee	1	H. S. Cleasby	"	"	April, 1909	
14	Lower Nicola +	3	Mrs. R. M. Woodward	"	"	July, 1906	
15	Hastings Ranche	12	Geo. McCullough	"	"	Nov., 1908	
16	Aspen Grove	3	G. Robert Bates	"	"	June, 1908	
17	Munros	2	D. L. Munro	"	"	Nov., 1908	
18	Otter Valley	20	J. G. Thynne	"	"	Oct., 1907	
19	Tulameen	15	J. H. Jackson	"	"	Sept., 1906	
20	Granite Creek	9	F. P. Cooke & Co	"	"	Oct., 1907	
21	Princeton	11	Alex. Bell	* "	480 00	Aug., 1908	
22	Hedley	25	F. M. Gillespie	*Acting agent	480 00		
	"	.....	F. M. Gillespie	Rent office	60 00		
23	Daly (Hedley)	.....	Daly Reduction Co.	Agent	Commiss.	Jan., 1908	
24	Richters	20	F. Richter & Co	"	"	Oct., 1908	
25	Kereneos Station	1	Geo. Kirby	"	"	Jan., 1908	
	Carried forward	190					

† Commission stations are paid 20 per cent of the Govt. line tolls.
* Exchange operator and agent. Connections made with local companies at Kamloops and Penticton.
+ Branch line from Nicola.

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

TELEPHONE LINES IN BRITISH COLUMBIA—*Continued.*

No.	Stations.	Intermediate Distance.	Agents, &c.	Positions.	Salaries per Annum.	Date of Appointment.	Memo.
		Miles.			$ cts.		
	Brought forward....	190					
26	Fairview.....	18	S. McCuddy.....	Agent.....	Commiss..	July, 1909..	
27	Vaseeaux Lake.....	9	Hazel McKenzie.....	"	" ..	Nov., 1908..	
28	Okanagan Falls.....	6	W. B. Hine	"	" ..	Oct., 1908..	
29	Penticton.....	16	C. F. Layton.....	* "	480 00	Oct. 1907..	
30	Summerland.....	11	W. H. Hayes.....	"	Commiss..	July, 1906..	
31	Peachland.....	18	Alice McDougald.....	"	" ..	" 1906..	
32	Gellatly.....	10	D. E. Gallatly	"	" ..	" 1906..	
33	Westbank.....	1	Wm. Collins.....	"	" ..	June 1908..	
34	Kelowna.....	5	H. H. Millie.....	Agt. and tel. op.	780 00	Mar., 1905..	
35	Oyama..... ‡	20	Mrs. G. H. Belsey....	Agent	Commiss..	Jan., 1910..	
36	Okanagan Centre..... ‡	2	J. N. Eakins.....	"	" ..	June, 1908..	
37	Vernon.....	15	S. A. Muir	"	" ..	Mar., 1905..	
38	Vernon, C.P.R.....	.....	Lilly J. Wilcox.... / Mary E. Carter....	Joint agents with C.P. Tel.	510 00	.....	The payment is made to the C.P. Tel.
39	Lumby (Branch) ‖	17	Miss B. Morand	Agent.....	Commiss..	Dec., 1907..	$45 per month ; Govt. line proportion of salaries.
	Line generally.....	.....	C. S. Stevens..... / A. J. Woodburn	Superintendent.. / General repairer	1,200 00 / 900 00	June, 1904.. / June 1908..	
	Telegraph Wires.						
	Vernon-Kilowna..	74					
	Total.....	412			6,120 00		

Total—412 miles of wire ; 338 miles of pole line.

‡ Telegraph line in operation as well between Kilowna and Vernon.
‖ Branch line from Vernon.

GOVERNMENT TELEGRAPH SERVICE.

LOCAL EXCHANGES IN OPERATION.

Place.	Number of Subscribers.	Rents Paid per Annum.		
		Business.	Dwellings.	General.
		$	$	$
Nicola	14			12
Princeton	22	24	18	
Hedley	13	24	18	

Main line rates charged are given in Tariff section of Report.

TELEPHONE LINES IN BRITISH COLUMBIA—*Continued.*

No.	Stations.	Intermediate Distance.	Agents, &c.	Positions.	Salaries per Annum.	Date of Appointment.	Memo.
	North Thompson River Line.	Miles.			$ cts		
	Kamloops		L. A. Palmer	Agent			Entered in Okanagan Valley section.
	"			Messenger			
	Hatfley Creek	14	Jas. Spratt	Agent	Commiss.	Dec., 1908	The commission is 20 per cent of the Govt. line tolls on business done.
	McCartens	6	Jas. McCarten	"	"	" 1908	
	Struthers	6	R. Struthers	"	"	" 1908	
	Louis Creek	10	A. Goudreau	"	"	" 1908	Line complete as far as Louis Creek in 1908.
	Total	36					

This line is operated on toll system ; the rates based on mileage in conjunction with the Okanagan Valley line.

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

BRITISH COLUMBIA, VICTORIA, CAPE BEALE SECTION.

No.	Stations.	Intermediate Distance.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
				$ cts.		
1	Victoria	0	Wm. Dee, Agent Wm. McIntosh, Mesgr.	1,200 00 240 00	Dec. 1, 1907. Oct. 1, 1909	NOTE—The superintendence of this line has been in the hands of the resident architect at Victoria since October, 1901, when the arrangement theretofore in operation with the C. P. Ry. Co., was terminated.
2	Sooke	18	E. Milne, Agent	Commission 25 p.c.	Dec. 1, 1901.	
3	Otter Point	8	K. Gordon, Agent E. Gordon, Line Repr.	360 00 720 00	Oct. 1, 1908. Dec. 1, 1891.	Proportion of salary.
4	Jordon River (Shirley)	10	J. N. MacVicar, Repr.	720 00	June 1, 1909.	Allowance of $87.50 horse hire when necessary to come to Victoria repairing line.
5	Slide Hill		F. A. Dunbrack, Repr.	720 00	Feb. 1, 1910.	
6	Port Renfrew	30	Mrs. E. C. Williams, Agt. T. M. Baird, Repr.	480 00 720 00	Sept. 22, 1903. Nov. 1, 1908.	During winter months only.
7	Camp Bay		E. Doyle, Repr.	720 00	Aug. 1, 1909.	
8	Carmanah	24	W. P. Daykin, Agent	360 00	Nov. 1, 1891.	
9	Clooose		W. J. Macdonald, Repr.	720 00	Dec. 1, 1909.	
10	Darling		D. Logan, Repr.	720 00	April 1, 1898.	
11	Cape Beale	28	Mrs. E. M. Scott, Agent	240 00	Jan. 1, 1909.	
12	Bamfield		C. E. Mousley, Repr.	720 00	Sept. 1, 1908.	
	Total	118				
	REPAIRERS SECTIONS.					
	Cape Beale-Bamfield-Darling	9	C. E. Mousley			
	Darling-Clooose	8	D. Logan			
	Cloo-ose-Kowshedt	12	J. Murphy			
	Kowshedt-Port Renfrew	14	J. Martin			
	Port Renfew-Lost Creek	15	T. M. Baird			
	Lost Creek-Jordon River	15	M. Hay			
	Jordon River-Otter Point	15	J. N. MacVicar, Acting Ins.			
	Otter Point-Victoria	30	C. Gordon			
		118				

* Telephone connections for the convenience of several firms in the neighbourhood have been established at *Jordon River* for Messrs, Bell, Irving & Co., Point no-Point; The B.C. Packer's Asso., Point-no-Point and Jordon River; Capital City Canning Co., French's Ranch; J. H. Todd & Co., Coal Creek; 5 connections At *Otter Point* for Messrs. J. H. Todd & Son, The B. C. Packer's Asso., Capital City Canning Co. and the B. C. Mess.; one connection in common at Sooke Wharf The charge for the telephone in each of the above instances is $36 per year; the regular telegraph tolls being paid in addition.

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

BRITISH COLUMBIA—*Continued.*

No.	Stations.	Intermediate Distance.	Agents, &c.	Positions.	Salaries per Annum.	Date of Appointment.	Memo.
	Alberni-Clayoquot Line.	Miles.			$ cts.		Wm. Henderson, Esq., Supt., Victoria, B.C.
1	Alberni	0	Mrs. P. A. Haslam	Agt. and Opr.	180 00	Dec. 1, 1902.	Proportion for this line.
2	New Alberni	2	A. E. Waterhouse	" "	25 % com.	Oct. 1, 1903.	Line crosses canal at this point by submarine cable.
	Franklin Creek ½ mile cable.	8					
3	Uchucklesit	10	F. Tyler	Agt. lineman.	660 00		Section extends from Franklin Creek to Pipestem Inlet; post office address, New Alberni.
4	Toquart	5	J. E. Hillier	" "	780 00	Nov. 16, 1908.	
5	Uchulet	5½	H. J. Hillier	" "	720 00	Dec. 1, 1902.	
6	Clayoquot	66¾	E. B. Garrard	" "	720 00	Oct. 1, 1902.	
	Stubbs Island			Accomm. Ofc.			Private cable connection for local firm.
		96½			3,060 00		
	Golden-Windermere Line.						Wm. Henderson, Esq., Supt., Victoria, B.C.
1	Wilmer	0	Mrs. J. E. Brehaut	Agt. and Opr.	180 00	Oct. 1, 1908	
2	Athalmer	5	J. Lake	" "	Commission.	"	
3	Windermere	5	J. C. Pitts	" "	"	"	
4	Spillimacheen	16		" "			
5	Golden	66	J. A. Buckham	" "	480 00	"	
			G. E. Sanborn	Line repairer Golden to Windermere	1,080 00	"	
		92			2,040 00		

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

BRITISH COLUMBIA—*Continued.*

No.	Stations.	Intermediate Distance.	Agents, &c.	Positions	Salaries per Annum.	Date of Appointment.	Memo.
	Vancouver-Salt Springs Line.	Miles.					
	Cable Landing to						
1	Duncan Station	9	E. Castley	Agt. and Opr.	25% commis.	July 1, 1905	
2	Maple Bay	3	T. Aitken	" "	" "	" 1, 1905	
3	Chisholms	¾	A. Chisholm	" "	" "	" 1, 1905	
4	Edwards Store	3	Edwards & Co	" "	" "	Mar. 1, 1902	
5	Beaver Point	3	H. Ruckles	" "	" "		
6	Cushion Cove	2	Bullman-Allison L.Co.	" "	" "		
7	Ganges Harbour	4	G. J. Mowat & Co.	" "	" "	July 1, 1905	
8	Ganges		A. R. Bittancourt	" "	" "		
9	South Pender		L. S. Higgs	" "	" "		
10	" " Wharf		A. R. Spalding	" "	" "		
11	Browning Harbour		W. Barckett	" "	" "		
12	Hope Bay		J. Auchterlonie	" "	" "		
13	Clam Bay		A. A. Davidson	" "	" "		
14	Village Bay		A. Deacon	" "	" "		
15	Mayne Island Hotel		C. J. Macdonald	" "	" "		
16	Pt. Comfort Lighthouse		G. Georgeson	" "	" "		
17	Galiano Island		Burrill Bros.	" "	" "		

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

BRITISH COLUMBIA—*Continued.*

No.	Stations.	Intermediate Distance.	Agents, &c.	Positions.	Salaries per Annum.	Date of Appointment.	Memo.
	Nanaimo-Comox.	Miles.			$ cts.		
1	Nanaimo	0	(A. M. Oliver	Agent	900 00	Jan. 1, 1908	The superintendence of this line is in the hands of Wm. Henderson, Victoria, B. C.
			(W. Spencer	Messenger	240 00	May 5, 1908	
2	Wellington	5	J. Martin	Agent	25 p. c. com.	Apr. 1, 1893	
3	Nanoose Bay	15	P. L. Good	"	25 " "		
4	Parksville	8	(T. T. Hamilton	"	600 00		
			(Wm. Mills	Lineman	450 00	June 1, 1903	Parksville Quillicum section.
5	Qualicum	12	Mrs. M. E. Crump	Agent	25 p. c. com.		
6	" School	1	A. L. Lockwood	"	25 " "		
7	Fanny Bay	8	Wm. Keenan	"	25 " "		
8	Union Bay	8	(Jas. McNeil	"	720 00		
			(T. Hudson	Lineman	900 00	Nov. 17, 1898	
9	Cumberland	10	H. G. Williams	Agent	720 00		
10	Courtenay	7	J. McPhee & Son	"	25 p. c. com.		Courtenay and Comox communicate by telephone at prearranged intervals.
	"		John Johnson	Subscriber	25 " "		
11	Comox	8	Miss B. Macdonald	Agent	480 00	Nov. 1, 1895	
12	Oyster River		Miss B. Woodhus	"	25 p. c. com.		
13	Campbell River	36	H. Hagstrom	"	25 " "		
		121			5,010 00		

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

BRITISH COLUMBIA—*Concluded.*

No.	Stations.	Intermediate Distance.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
	Denman and Hornby Island Telephone Line.	Miles.				
1	Fanny Bay	0	See Nanaimo Comox.			
2	Denman Is. east side (cable)	1	Wesley Piercey	Commission 25 per cent.	Feb. 1, 1908	
3	" west	4½	Thos. Chalmers.	" "	" 1, 1908	
4	Hornby Is. (cable)	1	Thos. Smith			
5	Smith's	1½		" "	" 1, 1908	
		8				
	Nanaimo and Gabriola Telephone Line.					
1	Nanaimo	0	B. C. Telephone Co.	" "	Feb. 1, 1909	
2	Nanaimo River	5½	J. Gordon	" "	" 1, 1909	
3	South Gabriola (cable)	¾	J. Degnen	" "	" 1, 1909	
4	Centre Gabriola	6	J. Chapple	" "	" 1, 1909	
5	North Gabriola	7	Mrs. J. Holmes	" "	" 1, 1909	
		19				

SESSIONAL PAPER No. 19

GOVERNMENT TELEGRAPH SERVICE.

YUKON LINES.

NAMES of employees and monthly salaries, &c., Yukon Telegraph Service, which includes Port Simpson, Barkerville, Quesnel and Lillooet branches.

Number.	Stations.	Intermediate Distance.	Positions.	Salaries per Month.	Tariff.	Night Rate.
				$ cts.		
1	Ashcroft		C. E. Gooding, manager	60 00		
			C. Belleau, operator	45 00		
			R. E. Gooding, operator	42 00		
			W. A. Gow, lineman	75 00		
	*Cache Creek	4	Accommodation office	50 p. c. com.	25 and 2	25 and 1
2	*Bonaparte	3½	" "	"	25 " 2	25 " 1
3	*Pavilion	36½	Mrs. Bryson	"	50 " 3	25 " 1
4	*Lillooet	22	S. A. McFarlane, agt. & lineman	60 00	50 " 3	25 " 1
5	Clinton	33	E. LeBourdais, opr. and lineman	60 00	25 " 2	25 " 1
6	115 Mile House	55	Thos. Butler, operator	60 00	25 " 2	25 " 1
7	150 "	35	O. Landry, "	75 00	50 " 3	30 " 2
8	†Harpers Camp	33	A. J Patenaude, opr. and lineman	69 00	50 " 3	30 " 2
9	†Bullion	27				
10	†Quesnel Forks	4	Grant Grinder, " "	66 74	50 " 3	30 " 2
11	Soda Creek	28½	C. H. Smith, " "	60 00	50 " 3	30 " 2
12	Alexandria	21	J. A. Bowles, " "	60 00	50 " 3	30 " 2
13	Quesnel	33	S. H. Patenaude, " "	75 00	50 " 3	30 " 2
14	‡Lafontaine	46	Cariboo Consolidated Co	50 p. c. com.	50 " 3	
15	‡Barkerville	15	T. F. Murphy, opr. and lineman	60 00	50 " 3	
16	Blackwater	42	M. Montgomery, lineman	70 00		
			S. G. Lawrence, operator	75 00	75 " 5	
17	Bobtail Lake	37	R. W. Smith, "	75 00	75 " 5	
			W. J. McAllan, lineman	70 00		
18	Stoney Creek	32	W. J. Milne, operator	75 00	75 " 5	
			J. D. Charleson, lineman	70 00		
19	Fraser Lake	21	G. W. Proctor, operator	75 00	75 " 5	
			Harry Le Duke, lineman	70 00		
20	Burns Lake	55	M. McKinley, operator	75 00		
			Geo. Wallace, lineman	70 00	100 " 7	
21	South Bulkley	27	W. N. Clark, "	70 00	100 " 7	
22	Aldermere	52	Ed. Murphy, operator	75 00	125 " 10	
			H. Fink, lineman	70 00	125 " 10	
23	Morricetown		G. T. Carpenter	75 00		
24	Hazelton	50	W. W. Wrathall, operator	100 00		
			E. R. Cox, "	100 00	100 " 7	Exceptional rate from June 1, 1910.
			E. E. Charleson, line foreman	150 00		
			Fred. Daniels, messenger	50 00		
25	Bostroms		D. Mitchell, operator	75 00		
26	§Meanskinisht	35	Elz. Graham, "	60 00	125 " 10	
27	§Skeena Canyon	47				
28	§Lorne Creek	24	A. J. Morrison, "	75 00		
			C. E. Carpenter, "	75 00		
29	Kitselas		John Wrathall, "	80 00		
			F. D. Wilson, lineman	70 00		
30	Copper River		S. W. Doblie, operator	75 00		
31	Kitsumkalum		R. B. Demorest, "	75 00		
32	Batemans		J. D. McIntosh, "	75 00		
33	Graveyard Point		H. E. Carroll, "	75 00	150 " 10	
34	Clearwater		H. A. MacIsaac, "	75 00		
35	Hole-in-Wall		H. B. Birch, "	75 00		
36	McLeods		G. A. McGrath, lineman	70 00		
			E. W. Snodgrass, operator	75 00		
37	Telegraph Point	53	W. W. Noonan, "	75 00		
			Geo. Neill, lineman	70 00		
38	Aberdeen	4½	Gordon Grassett, operator	75 00		
			H. E. Elsden, lineman	70 00		
			J. A. Thorne, line foreman	100 00		
39	Port Simpson		M. W. O'Neill, operator	50 00	150 " 10	
40	North Pacific		Paul Wicks, lineman	80 00		
41	Prince Rupert	40	F. W. Dowling, manager	150 00	100 " 7	Exceptional rate from Nov. 1, 1909.
			G. W. McKay, operator	100 00		
			Wm. Blackstock, lineman	100 00		
			Jack Dowling, messenger	1 00 per day		
	Total	916				

* Branch from Ashcroft. † 150 Mile House. ‡ Quesnel. § Hazelton.

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

NAMES of employees and monthly salaries, &c., Yukon Telegraph Service, &c.—*Con.*

YUKON LINES—*Continued.*

Number.	Stations.	Intermediate Distance.	Positions.	Salaries per Month.	Tariff.	Night Rate.
				$ cts.		
41	1st Cabin	27	H. A. Taylor, operator	75 00		
42	2nd Cabin	22	T. J. Hughes, operator	75 00		
			W. T. Weekes, lineman	70 00		
43	3rd Cabin	25	E. E. Falconer, operator	75 00		
			L. Mason, lineman	70 00		
44	4th Cabin	20	Douglas Potts, operator	75 00		
			W. R. S. Oag, lineman	70 00		
45	5th Cabin	20	E. A. Hawley, operator	100 00		
			Louis Dubois, lineman	$3 per day.		
46	6th Cabin	20	Jas. Mooney, operator	100 00		
			J. R. Barker, lineman	$3 per day.		
47	7th Cabin	19	Geo. Barrett, operator	100 00		
			R. Hamilton, lineman	$3 per day.		
48	8th Cabin	19	H. P. Large, operator	100 00		
			R. Todd, lineman	$3 per day.		
49	9th Cabin	17	G. W. Smith, operator	100 00		
			J. McMillan, lineman	$3 per day.		
50	Echo Lake	32	J. Muir, operator	100 00		
			C. Vance, lineman	$3 per day.		
51	25-Mile Cabin	25	R. McKay, operator	100 00		
			Jos. Williams, lineman	$3 per day.		
52	Raspberry Creek					
53	Iskoot	16	F. N. Jackson, operator	100 00	175 and 10	
			Jas. Huston, lineman	$3 per day.		
54	Telegraph Creek	61	A. S. Gillespie, operator	100 00		
			W. S. Simpson, lineman	175 00		
			A. J. Charleson, line foreman	50 00		
55	Shesley	45	A. John-on, operator	82 50		
				75 00		
56	Nahlin	61	G. W. Hughes, operator	82 50	200 " 15	
			W. S. Simpson, jr., lineman	75 00		
57	Nakina	49	F. B. Webster, operator	82 50		
			Geo. Jeffrey, lineman	75 00		
58	Pike River	40	R. J. Barton, lineman and operator	82 50		
59	Atlin	23	A. B. Taylor, manager	116 66		
			J. B. Watson, operator	100 00		
			D. H. Gagné, line foreman	75 00		
60	Center Cabin	35			225 " 15	
61	Tagish	40	W. C. Fraser, operator	82 50		
			Geo. Walker, lineman	75 00		
				75 00		
62	Carcross	18	S. E. Chambers, operator	82 50		
63	Whitehorse	65	H. Gilchen, dist. supt.	210 00	250 " 15	
			G. S. Fleming operator	150 00		
			W. Lafontaine, clerk	115 00		
			Wm. Watson, messenger	25 00		
64	Lower Laberge	59	E. M. Stehley, operator	82 50		
65	Hootalinqua	30	R. T. McDonald, operator	82 50		
66	Big Salmon	34	H. O. Lokken, lineman	75 00		
			H. McMillan, operator	82 50		
67	Tantalus	30				
68	Five Fingers					
69	Yukon Crossing	8	Aubrey Tennant operator	82 50		
			Angus Morrison, lineman	75 00	275 " 75	
70	Fort Selkirk	50	S. A. Courtenay, operator	82 50		
			Geo. Minchin, lineman	75 00		
71	Coffee Creek	30	Jno. O'Regan, operator	82 50		
			C. Togleberg, line foreman	75 00		
72	Stewart River	75	Gustin, Aish, operator	82 50		
73	Ogilvie	23	R. P. Hall, operator	82 50	300 " 20	
	Carried forward.	1,954				

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

NAMES of employees and monthly salaries, &c., Yukon Telegraph Service, &c.—*Con.*

YUKON LINES—*Concluded.*

Number.	Stations.	Intermediate Distance.	Positions.	Salaries per Month.	Tariff.	Night Rate.
	Brought forward..	1,954		$ cts.		
74	Dawson	48	W. Brownlee, manager.....	150 00		
			G. A. McLachlan, operator....	125 00		
			J. P. Champagne, cashier.....	125 00		
			Wm. Mellish, messenger... ...	$3 per day.		
			C. A. Cuture, line foreman ...	125 00		
75	Forty Mile.....	55	J. W. Wilkison, operator.....	82 50		
76	Boundary	40	....	150 00	325 and 20	
			J. T. Phelan, supt.....	208 33		
			J. J. Healy, accountant.....	140 00		
..	Vancouver...	.....	Emma Keays, stenographer....	80 00		
			P. R. Quain, clerk.	100 00		
		2,097				
	Actual length of line in question—difference in distances given as above and in previous reports.	155½				
	Total...	2,252½				

YUKON TARIFFS.

The rates given above for points north of Quesnel are one-third less than those primarily adopted, which were calculated on the general basis of 50 cents for 100 miles and 25 cents for each additional 100 miles, counting the distance from Ashcroft.

Exceptional Rates.—Hazleton to Ashcroft 1.00 and 7, June 1, 1910; Prince Rupert to Ashcroft, 1.00 and 7, November 1, 1909.

The local rates between offices north of Quesnel are calculated on the basis of 50 cents for 100 miles and 25 cents for each additional 100 miles, and the local rates between offices north of Atlin are fixed at 50 cents for each 100 miles.

Cable Messages.—On transatlantic business, the word rate is twice as much as the additional word rate given in the list for all points north of Ashcroft-Baskerville, 3x2=6c.; Dawson, 20x2=40c. per word.

On transatlantic business the word rate is the additional word rate plus 4c.; Barkerville, 3+4=7c.; Dawson, 20+4=24c. per word to or from Ashcroft.

Press Despatches.—For the Yukon line the rate is 1 cent per word, minimum charge, $1; this applies to the whole line. Exception, Barkerville-Ashcroft section (local), minimum charge 50 cents.

Yukon system connects at boundary with U. S. Sig. Service Telegraph System.

GOVERNMENT TELEGRAPH LINES.

SPECIAL TARIFF.

Cable Messages.—Rates for cable messages passing over the Yukon line will be found in connection with the Yukon tariff in the preceding pages.

Elsewhere, the rate for transatlantic messages passing over the government lines is the same as for ordinary through messages, excepting where the ordinary tariff is more than 25 cents; in such cases the government line rate is 4 cents per word, with a minimum charge of 25 cents. For example:—

For a message of six words or less, the charge is 25 cents for government lines.

For a message of seven words the charge is (7 x 4) 28 cents for government lines.

For a message of twelve words the charge is (12 x 4) 48 cents for government lines.

In every case the counting of words includes the address and signature in the same way as for transatlantic cable tolls.

Press Despatches.—The rate for press despatches on the government lines (excepting the Yukon line), is 20 cents per 100 words; no single message less than 20 cents.

For the Yukon line the rate is 1 cent per word, minimum charge $1; this applies to the whole line. Exception, Barkerville-Ashcroft section (local), minimum charge 50 cents.

REGULAR TARIFF.

NOVA SCOTIA.

Lines in Cape Breton.

Local rate between offices.. 25-1
Through rate, on business exchanged with the Western Union Tel. to and from North Sydney transfer office.. 15-1

Night messages are exchanged with the Western Union Telegraph Company for offices on these lines. Rate, 1 cent per word with minimum of 15 cents. The local night rate is 1 cent per word with minimum of 25 cents.

Line from Barrington to Cape Sable—Local rate, 12-1.

Newellton.. .. ..

QUEBEC.

Anticosti Island.

Local rate between offices.. 25-1
Between offices on Anticosti Island and Gaspé.. 50-2
" " " on the North Shore, St. Lawrence and Chicoutimi lines.. 50-2
Through rate, same as local rate on business exchanged with G.N.W. Tel. at Gaspé.. 50-2

Magdalen Islands.

Local rate between offices.. 25-1
Between offices on Magdalen Islands and offices on government lines on Cape Breton.. 50-2
Through rate on business exchanged with Western Union Tel. at North Sydney same as local rate.. 50-2

St. Pauls Island.

Between St. Pauls Island and offices on government lines in Cape Breton.. 50-2
Through rate to and from North Sydney on business exchanged with W. U. Tel.. same as local rate.. 50-2

North Shore St. Lawrence and Chicoutimi.

Local rates between offices within 100 miles apart.. 15-1
Between offices over 100 miles apart.. 25-1
Between offices on these lines and Anticosti via Long Point.. 50-2
Conjoint rate between offices on government lines west of Bersimis and offices on the G.N.W. line as far as and including Quebec.. 25-2
Through rate on business exchanged with the G.N.W. Tel. line for points beyond Quebec.. 25-1

NOTE.—The above lines connect with the G N. W. Telegraph system at Chicoutimi and at Bay St. Paul and Murray Bay, but the checking of all through business exchanged with the company is done at Quebec.

Quarantine System.

Line from Quebec via Orleans Island and Isle aux Reaux.

Local rates between offices:—
Quebec and Grosse Isle.. 25-1
Quebec and Orleans Island and Isle Reaux.. 15-1
Orleans Island and Grosse Isle.. 25-1
Isle Reaux and Grosse Isle.. 15-1
On Orleans Island.. 15-1

Through rate same as local on business exchange with G.N.W. Tel. at Quebec.

Beauport-Laval Line (Telephone). ....

Local rate between offices:—

	Conversations, 3 minutes.	Messages, 20 words & 5 words.
Beauport and Laval and intermediate..	10	10-3
Quebec exchange and Laval and intermediate..	15	15-5
Through rate to be added to the Bell Telephone Company's rate beyond Quebec..	15	15-5

NOTE.—Of these 15c. tolls, ⅗ goes to the company in each instance.

ONTARIO.

Pelee Island Line (Telephone).

Local rate between offices—

On the mainland Leamington-Point Pelee..	15-1
On the island..	15-1
On the island and Leamington..	25-1
Through rate on business exchanged with the G.N.W. Tel. at Leamington.. ..	15-1

This line is operated by telephone in conjunction with the Bell Telephone Co. Charges for conversations being based on local tolls plus the regular tolls of the company beyond Leamington. (Local rates, 15c. or 25c. for 3 minutes conversation and proportionate charge for any period in excess of 3 minutes.).)

NORTHWEST TERRITORIES—SASKATCHEWAN AND ALBERTA.

Qu'Appelle—Edmonton Line.

Local rates between offices within 12 miles apart..	15-1
Between offices already reached by company's lines, excepting when the company's rate is higher..	25-2
Between offices solely on government line..	35-2
Through rates, for business exchange with the connecting companies, same as the above local rates.	

Moosejaw—Wood Mountain Line.

Local rate between offices..	25-2
Through rate the same...	

BRITISH COLUMBIA.

Vancouver Island Lines.

Local rates between offices..	25-2
Conjoint rate between offices on government lines and C. P. Tel. lines on Vancouver Island..	25-2
Through rate, business exchanged with Can. Pac. Tel. at Nanaimo and Victoria, same as local rate..	25-2

Golden-Windermere Line (Telephone).

	Messages.
Local and *through* rate..	25-2

Subscribers for telephones at $36 per year are exempt from above tolls for messages.

Salt Spring Island, Pender Island, &c. (Telephone).

Local rate—Conversations, 2 minutes.. .. .. 25c.
Each additional minute.. .. .. 15c.

Through rate—The above line connects with the B. C. Telephone Co. at Duncan Station. The company's tolls are added to the above rates on through business.

Conjoint rate—Between offices on the above islands and offices on the C.P. line, on government line reached by the C. P. Tel. on Vancouver Island.. 25-2

Kamloops-Okanagan Valley System (Telephone).

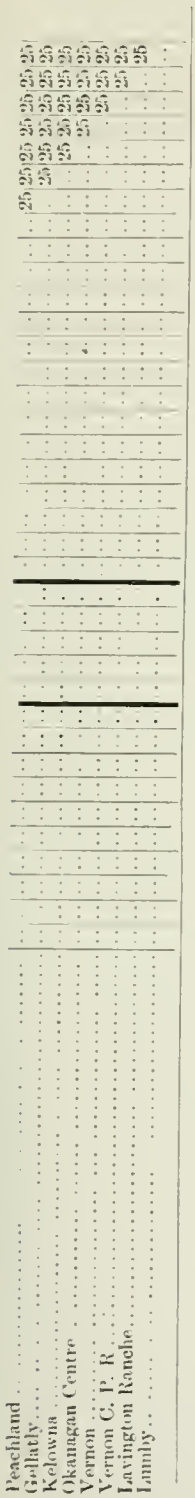
Local and through rates, 25c. to 60c., according to distances between offices 100 miles apart and over, in stretches of 50 miles:—

Where message rate is	25c.	for 10 words,	2c.	for extra words;	convers'n	10c.	p. min.
"	35c.	"	3c.	"	"	15c.	"
"	40c.	"	3c.	"	"	20c.	"
"	50c.	"	4c.	"	"	25c.	"
"	60c.	"	4c.	"	"	30c.	"

Minimum charge for message, 25c.; for conversation, 15c.

	Total 338	Kamloops	McLeods	Petersons	McDonalds	Stump Lake	Frasers	Friskens	Moores	Guichons	Quilchena	Nicola	Hospital	Merritt	Diamond Vale	Coutlee	Lower Nicola	Aspen Grove	Otter Valley	Tulameen	Granite Creek	Princeton	Government Office	Hedley	Daly	Richters	Keremeos Station	Fairview	Okanagan Falls	Penticton	Summerland
McLeods	12	25																												
Petersons	4	25	25																											
McDonalds	4	25	25	25																										
Stump Lake	4	25	25	25	25																									
Frasers	4	25	25	25	25	25																								
Friskens	2	25	25	25	25	25	25																							
Moores	14	25	25	25	25	25	25	25																						
Guichons	9	25	25	25	25	25	25	25	25																					
Quilchena	2	25	25	25	25	25	25	25	25	25																				
Nicola	8	25	25	25	25	25	25	25	25	25	25																			
Hospital	8	25	25	25	25	25	25	25	25	25	25	25																		
Merritt	1	25	25	25	25	25	25	25	25	25	25	25	25																	
Diamond Vale	...	25	25	25	25	25	25	25	25	25	25	25	25	25																
Coutlee	1	25	25	25	25	25	25	25	25	25	25	25	25	25	25															
Lower Nicola	3	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25														
Aspen Grove	15	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25													
Otter Valley	22	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25												
Tulameen	15	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25											
Granite Creek	9	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25										
Princeton	11	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25									
Government Office	...	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25								
Hedley	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25							
Daly	...	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25						
Richters	20	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25					
Keremeos Station	1	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25				
Fairview	18	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25			
Okanagan Falls	15	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25		
Penticton	16	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	
Summerland	11	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
Peachland	18	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Gellatly	10	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Kelowna	6	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Okanagan Centre	22	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Vernon	15	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Vernon C. P. R.	...	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Lavington Ranche	...	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Lumby	17	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50

	Inter-mediate Distances Miles.
McLeods	12
Petersons	4
McDonalds	4
Stump Lake	4
Frasers	...
Friskens	2
Moores	14
Guichons	9
Quilchena	2
Nicola	8
Hospital	8
Merritt	1
Diamond Vale	...
Coutlee	1
Lower Nicola	3
Aspen Grove	15
Otter Valley	22
Tulameen	15
Granite Creek	9
Princeton	11
Government Office	...
Hedley	25
Daly	...
Richters	20
Keremeos Station	1
Fairview	18
Okanagan Falls	15
Penticton	16
Summerland	11
Peachland	18
Gellatly	10
Kelowna	6
Okanagan Centre	22
Vernon	15
Vernon C. P. R.	...
Lavington Ranche	...
Lumby	17


Peachland
Gellatly
Kelowna
Okanagan Centre
Vernon
Vernon C. P. R.
Lavington Ranche
Lumby

APPENDICES.

GOVERNMENT TELEGRAPH SERVICE.

ANNUAL REPORT FOR 1909-10.

Sectional reference (1) Cape Breton lines.
(2) Bay of Fundy lines.
(3) Magdalen Islands.
(4) Anticosti Island lines.
(5) North Shore, St. Lawrence and Chicoutimi.
(5*a*) North Shore St. Lawrence, East of Bersimis.
(6) Quarantine Telegraph system.
(7) Pelee Island system.
(8) Northwest lines.
(9) " (Inspector).
(10) British Columbia lines.
(11) Kamloops-Penticton lines.
(12) Yukon telegraphs.
(13) Cable ship *Tyrian*.

REPORT (1) CAPE BRETON.

OFFICE OF THE DISTRICT SUPERINTENDENT.
ST. JOHN, N.B., May 2, 1910.

D. H. KEELEY, Esq.,
General Superintendent,
Government Telegraph Service,
Ottawa, Ont.

DEAR SIR,—

I beg leave to submit the following report on the Government Telegraph Lines in Cape Breton for the year ending March 31, 1910.

	Miles in Operation.	No. of Offices.	No. of Operators.	No. of Repairers and Linemen.
At date of last report	626½	69	69	27
Added during the year	58¼	5	5	3
Offices closed during the year		1	1	
At date of this report	684½	73	73	30

The additional mileage embraces the extension from Strathlorne to Whycocomagh, approximately 29¼ miles poles completed March 15th, 1910, 32 miles of wire, including loops. Also between Enon and Victoria Bridge, 24 miles, and between Victoria Bridge and Gabarus Lake, 5 miles, completed January 15th, 1910.

New offices were opened at the undermentioned points, viz.:—

Piper's Cove, C.B., April 1st, Miss Katie McNeil, agent and operator, salary $50 per annum.

Benacadie Pond, C.B., May 26th, John N. McNeil, agent and operator, salary $50 per annum.

Benacadie, C.B., July 8th, Gregory Farrel, agent and operator, $50 per annum.

North River Bridge, C.B., November 18th, E. J. Morrison, agent and operator, salary $50 per annum.

Rockdale, C.B., January 7th, 1910, D. S. Pottie, agent and operator, 25 per cent of this line receipts and checks, without guarantee.

The office at Cape St. Lawrence was closed temporarily from Sept. 30th to Dec. 13th, on account of the operator, Mrs. Chas. Jamieson having been called away from home.

The office at Fourchie was also closed from Feb. 13th until March 1st, on account of location of office being changed.

The office at New Campbellton was closed from Nov. 15 until Feb. 1st, on account of Agent J. S. Burchill resigning, necessitating the employment of a new operator, viz., Miss Annie Morrison, at same salary, namely, $50 per annum.

The office at Murray, C.B., was closed on Nov. 30th last, chiefly on account of the cessation of operations by the North River Lumber Company, the new office at North River Bridge caring for the business in that section.

Changes in repairers were made as follows, viz:—

Frank Warren, repairer, Ingonish, covering section between that point and Sugar Loaf, August 1, salary $100 per annum, vice Repairer Chas. Smith, same rate of pay, resigned.

Murdoch McLeod, Hillside, covering section between Little Bras D'Or and Kempt Head, August 1st, 1909, salary $50 per annum, vice R. R. McKenzie, Repairer S. S. Boularderie, same rate of pay, resigned.

Alexander McFarlane, repairer, Margaree Harbour, covering section between that point and S. W. Margaree, salary increased from $40 to $50 per annum, dating from January 1st, 1910, an additional 6 miles of loop from the diversion of line to N. E. Margaree office and return, having been added to his section.

S. S. Burke, gen's repairer, Ingonish, salary increased from $35 to $40 per month, dating from January 1st, 1910, making his rate of pay more equitable as compared with the other general repairers on the Cape Breton section.

New repairers were employed as follows, viz.:—

John L. McDonald, Grand Narrows, covering the section between that point and Eskasoni, from July 1st, salary $50 per annum.

Daniel McKillop, Grand River, covering the section between that point and Fourchie, from July 1st, 1909, salary $50 per annum.

Hector Urquhart, Grand River, covering the section between that point and Enon Junction, from July 1st, salary $50 per annum.

GENERAL NOTES, ETC.

The cable between Meat Cove and the Magdalen Islands failed on January 6th, and remained so up to the close of the fiscal year. The cable between Bay St. Lawrence and St. Paul's Island was interrupted temporarily for three days during the month of December.

The Meat Cove and Boularderie wires were placed on 176 new cedar poles, erected by the Eastern Telephone Company under an arrangement with the company, thus completing the transfer of the lines between the town limits of North Sydney and Little Bras D'Or, in continuation of similar work done during the previous fiscal year in North Sydney town.

Under General Repairer Burke, the Murray loop line was thoroughly overhauled, and some 368 new poles put up, placing it in first-class shape.

The Hawkesbury-Grand River section was carefully attended to by General Repairer Bissett, a large number of poles reset and all slack wire taken up.

Upon instructions from the department, John F. McMillan was engaged as foreman to repair that section of the line between Port Hastings and Half-Way Shanty, and started work July 15th, going over the section as far as the Half-Way Shanty, resetting poles, cutting out bad joints, inspecting offices, etc., completing work on Dec. 18th.

The general repairs on the section between Half-Way Shanty and Meat Cove were taken in hand by Repairer Ronald Fraser, who placed some 51 new poles on that piece of line, making it safe for another year, at least.

Outside of the usual patrol trips, no work of importance was done on the section between Sydney and Seatarie, it having been gone over and some 250 poles having been set the previous year, thus rendering no work of importance necessary.

General repairs were made to the section of line between Gabarus and Fourchie, distance 5 miles, by Foreman H. C. Gunn, under instructions from the department, and all the defective poles renewed, resets made where necessary, and all slack wire taken up, and bad joints taken out.

There was no work of importance done on the line on Boularderie Island outside of a few resets, and general patrol, made by General Repairer Logue of North Sydney.

Yours faithfully,

D. C. DAWSON,

Superintendent.

REPORT No. 2.—BAY OF FUNDY.

Flagg's Cove,
Grand Manan, N.B., March 30th, 1910.

D. H. Keeley, Esq.,
General Superintendent, Govt. Tel Service,
Ottawa.

Dear Sir,—I beg herewith to submit my annual report for the year ending March 31, 1910. From March until June the lines were working unusually well, but from the first of June the cable between Grand Manan and Campobello was very unsatisfactory, until on July 5th, it gave out completely. The cable ship *Tyrian* arrived here on August 10, found the break near the Long's Eddy landing, and completed the repairs on August 14th.

Since then the line has been working well.

At Campobello a new line was built from the office at Welch-pool to the cable landings, and is now in good condition. The cost of this including poles was $233.41.

On Grand Manan the lines gave good satisfaction, with the exception of a few interruptions caused by the telephone wires during severe storms.

The telephone line from Seal Cove to Southwest Head was repaired in August and four new telephones were installed. This line is now working well and a great convenience to the people at South Head.

There has been only one change in the staff of operators, Miss McFarland, operator, at Flagg's Cove, resigned, and her place is filled by Mr. J. R. Parker.

The whole system is in good condition except that the wire from Long's Eddy to Flagg's Cove needs to be renewed and this will be done as soon as the weather permits, as the wire has just come to hand.

The statement of offices, operators, etc., is inclosed herewith. (See tabular statements preceding reports).

C. C. SEELY.

District Superintendent.

REPORT No. 3.—MAGDALEN ISLANDS.

Office of the District Superintendent,
Grindstone, Magdalen Islands, Que., April 12th, 1910.

D. H. Keeley, Esq.,
Ottawa, Ont.

Dear Sir,—I hereby submit my annual report from March 31st, 1909, to March 31st, 1910. The following works and alterations took place on the Magdalen Islands

telegraph lines, viz.: The Bryon Island cable was interrupted April 6th; on the 24th of May the Meat Cove cable was also interrupted. About the last of May, as the *Tyrian* came along with few miles of spare cable, she repaired the Meat Cove, which was working O.K., June 5th, but she returned to some other repairing, leaving the Bryon Island cable to repair; she was back again and good communications were given to Byron Island on August 3rd. The Barachois office was connected to the main line upon the completion of a mile (about) of line construction, worked well June 22nd. Another office was opened at Bryon Island lighthouse, the operator was taught and a line constructed from Dingwell, a distance of about 3½ miles; a fair circulation being made between offices on Bryon Sept. 28th. There are some difficulties in transferring to Grosse Isle with the new office yet, some alteration that we cannot make will have to be made in these instruments I think.

On January 4th, 1910, the Meat Cove cable gave out again and has been interrupted ever since. The Etang du Nord Lighthouse telegraph office is unoccupied for the want of an operator. The Grindstone office has been out of attendance ever since Mr. Leslie left the place two years ago. And the remainder of the line is working satisfactorily. Hoping you have the information needed by this report.

I remain, yours truly,

A. LEBOURDAIS,

District Superintendent.

REPORT 4.—ANTICOSTI ISLAND.

OFFICE OF THE DISTRICT SUPERINTENDENT,
WEST POINT, ANTICOSTI ISLAND, Q., April 1st, 1910.

D .H. KEELEY, Esq.,
Gen. Supt. Govt. Tel. Service,
Ottawa.

DEAR SIR,—I beg leave to submit my annual report on government telegraph service under my charge for the year ending March 31st, 1910, as requested by your letter dated 4th ultimo.

We have 230 miles of line in operation, and I must say again that travelling on the whole length of this line is hard and dangerous, but more so in the fall and spring.

I am pleased to say that our line is in good working order, and has been so the whole time except an interruption that occurred between South and Heath Point last December. It was three weeks without being repaired owing to local repairers not being able to leave their stations and the impossibility of sending one of the general repairers, rivers being all open.

Last summer's general repairs have made our line on its whole length in good condition, but in such a wild country as we are, there is always something to do when on general repairs. The spruce poles from end of North Shore cable up to English Bay are all rotten, and as you authorized me I am getting poles cut just now to renew the whole line or rather the old poles between above two named places. The work will be done by one of the general repairers and a couple of men, and as soon as the condition of the ground permits.

I am also pleased to say that the appointment of a second general repairer seems to work all right thus far, and I don't see that we could have done better.

Both our cables had been repaired last summer and since then both have worked O.K. I hope the ice won't interfere with any this spring.

A new house has been built at Salt Lake for one of the general repairers at the cost (cash paid here) of $1,006.22. Salt Lake being a so out of the way place that transport of men and material has increased the cost of that house a good bit. The house is well built and comfortable, I am glad to say.

Fox Bay station has been closed since last 1st August, the operator having resigned and left the island, Mr. Menier's men being there until October. I got a telephone instrument connected with Heath Point station, so they could transmit their business to that station and from there messages were sent to addresses. I have been busy trying to form an operator for Fox Bay station, but I am unable to say yet if the man will be capable enough to take charge of that office by the opening of navigation. The trouble is this man speaks hardly any English and all the business is transacted in that language at Fox Bay. However, I shall advise you as soon as possible *re* that operator.

There is no doubt but that the department will have to increase operators' salaries again or our agents will resign. They cannot live with their present salaries. The cost of living is increasing enormously every year, and you don't know how much more it costs to live in such isolated places as we have here. We have good agents and I don't see the advantage of changing. Outsiders will come certainly, but not for the same salaries: if they did it would simply be a flying visit, and they would soon return to the continent.

I humbly beg you to please consider the matter and see that our agents are sufficiently paid to enable them to live not in opulence but only decently. I know you will do your utmost to deal fairly with the staff.

We have nine telegraph stations. The following are the names of aforesaid stations and their respective agents with salaries, viz.:—

Offices.	Position.	Staff.	Salary per Annum.
			$ cts.
English Bay	Operator	Fres. Cabot	360 00
West Point	"	Alf. Malouin	100 00
Ellis Bay	"	Jos. Duguay	100 00
S. W. Point	"	A. Lemieux	480 00
S. W. Point	Asst. operator	L. Lemieux	180 00
Salt Lake	Operator	E. Bourget	100 00
Shallop Creek	"	B. Bradley	330 00
South Point	"	E. Laprise	100 00
Heath Point	"	C. Hubert	200 00
Fox Bay (resigned) Aug 1st, 1909	"	Geo. Cabot	360 00
English Bay	Gen. repairer	H. Malouin	420 00
Salt Lake	"	Jos. Bourget	420 00
West Point	Subt. operator	Lrz. Malouin	480 00
West Point	Dist. Superintendent	Alf. Malouin	404 00

Maintenance of the line during the past twelve months, viz., from April 1st, 1909, to March 31st, 1910 amounts to $531.80. This comprises all amounts I have had to pay, all but the salaries. There may be a few more dollars to add to this, but I cannot say the amount exactly, as I have no returns from offices below since last September, but it should not amount to more than $20 or at the most $30. This compares well with preceding years. Maintenance in 1909 amounted to $1,046.14.

The whole humbly submitted.

I have the honour to be, sir,
Your obedient and respectful servant,
ALF. MALOUIN.
District Superintendent.

REPORT No. 5.

CHICOUTIMI, March 30th, 1910.

D. H. KEELEY, Esq.,
General Superintendent of Telegraphs,
Public Works Department, Ottawa.

DEAR SIR,—I beg leave to submit the following report on the government telegraph lines in Chicoutimi, Saguenay, and Charlevoix counties, for the fiscal year ending March 31st, 1910.

Chicoutimi Office—Staff.	*Salary.*
Superintendent, J. C. Taché	$300
Inspector and instructor, J. D. Villeneuve	660
1st operator, T. Villeneuve	540
2nd operator, J. P. Rivard	480
Clerk, J. A. Couet	180
Messenger, Johnny Dubé	120
Repairer, Jean Fortin	420

Inspector Art. Simard resigned on 30th June, 1909.

Inspector J. D. Villeneuve, appointed on 26th July, 1909.

Operators T. Villeneuve, and J. P. Rivard were promoted on the 26th July, 1909.

Messenger A. Gagné was replaced by messenger Johnny Dubé on 1st September, 1909.

The resignation of Inspector Art. Simard was due to ill health.

MAINTENANCE.

Line No. 13, from Quebec to Baie St. Paul, operated by the G.N.W., and from Baie St. Paul to Murray Bay, operated by G.N.W., and government. This part of the line has given a good service during the last twelve months.

Lines 13 and 21—from Quebec to Labrador.—Line No. 21, double line from Malbaie to Ste. Catherine, and from Ste. Catherine to Bersimis, on line No. 13; Bersimis, is the terminus of my section, on the north shore. The cable between Ste. Catherine and Tadousac was repaired at the beginning of July, by the ss. *Tyrian,* and a double cable was laid in case of interruption of the one which is in operation, and an accommodation office was opened at the end of the summer at the Tadousac hotel, of the Richelieu & Ontario Navigation Company, at Tadousac. At the end of May, damages were done by fire on the line between Bergeronnes and Mille-Vaches, but poles were replaced; in general the line from Baie St. Paul to Bersimis has given good service during the fiscal year.

Line No. 40, from Baie St. Paul to Chicoutimi.—This section of line is in very good working order, except between Baie St. Paul and St. Urbain, a distance of about 15 miles, where poles should be replaced.

A change in the roadway was made between La Galette and La Rivière Malbaie, in view of improving the line.

On the 16th April, 1909, a letter was addressed from Ottawa to L. A. Casgrain, Esq., manager of the Saguenay-Quebec Telephone Company of Chicoutimi, and also to Jos. Girard, Esq., M.P., House of Commons, Ottawa, stating that, in the matter

of the application presented to the department, authorization has been given that the pole line privilege asked by the Saguenay-Quebec Telephone Company, and La Cie. Co-opérative Téléphonique du Lac St. Jean, of putting wires on the government telegraph poles between Chicoutimi and St. Paul's Bay or Murray Bay may be granted upon certain conditions hereinafter mentioned:

'The company or companies will, for a rental of $4 per mile per annum, severally or conjointly paid by them to the Department of Public Works, be permitted to put their wires on the government poles, using cross arms (conjointly where both companies are concerned) for the purpose, and placing them in such a way as to preserve the telegraph wire or wires from interference, and sufficiently high above ground to carry the telephone wires clear of all chance of obstruction to traffic along or over the roadways, any required overhauling or strengthening of poles to be at the expense of the company or companies, without cost to the government, and the rent of $4 per mile for the length of line occupied will be payable from the time the wires are first put on. The permit, on these conditions, will apply to any part or parts of the government line between Chicoutimi and St. Paul's Bay or Murray Bay. The telephone wires so put upon the poles will be kept in proper order by the owners without cost to the government and shall be renewable at the pleasure of the Hon. the Minister of Public Works.'

The Saguenay-Quebec Telephone Company has accepted these conditions, and on the 17th of August last, the men of the said company started the work at a point of the line called 'La Shop à Petit,' near St. Alexis; for a distance of 30 miles the company's wire is on the government poles, and according to the manager of the company they have expended about six hundred dollars to put this part of the line in good condition.

On the 1st of March, I received instructions to shift the line in La Savanne road, which work is going on.

In general, this line has given first-class service.

Line No. 41.—Line No. 41, Baie St. Paul to Ste. Agnes, and Murray Bay, in good condition.

Line No. 42.—Line No. 42, from Chicoutimi to Peribonka, this section of the line has given good service.

Line No. 44.—Line No. 44, from Baie St. Paul to Petite Rivière St. François, in good condition.

Line No. 45.—Line No. 45, from Ste. Anne to Lac Clair, in good condition.

Line No. 46.—Line No. 46, from Baie St. Paul to St. Placide, in good condition.

Line No. 48.—Line No. 48, loop line, Ste. Anne to St Ambroise, good condition.

Line No. 52.—Line No. 52, loop line, from Taché to Alma, in good condition.

Line No. 39.—Line No. 39, Chicoutimi to Ste. Catherine, in good condition.

Line No. 50.—Line No. 50, from Chicoutimi to Tadousac, where the line continues on No. 13 to Labrador, as far as my section is concerned, the line has given a good service.

CONSTRUCTION.

An iron tower 80 feet high from the pier was erected by Messrs. Geo. Bergeron & Edmond Tremblay, at a cost of $1,290. This tower was erected on the south shore of the Saguenay river at Chicoutimi, to shorten the distance from Chicoutimi to Ste. Anne across the Saguenay river.

The sum of $37.49 was expended in connection with the erection of the said tower.

A camp was constructed between Anse au Cheval and St. Catherine for the use of the repairer—$49.50. Total expenditure, $1,376.99.

GENERAL EXPENSES FOR REPAIRS, ETC.

For the erection of a partition (Rivière Eternité camp)	$ 54 80
Shifting the line between St. Paul's Bay and St. Urbain	162 10
Repairs to line between Lac Serpent and Port au Persil	653 75
For repairs between Bergeronnes and Bersimis	102 00
For the placing of a line from Ste. Catherine office to the cable	29 50
To replace the posts between Anse au Cheval and Ste. Catherine, posts burnt by fire	231 42
J. P. Rivard, special services as operator, when cable out of order from May to July 26th, 1909	174 00
Ahearn & Soper, Ltd., Ottawa, material	646 15
P. A. Guay, repairing of instruments	31 00
Watson, Jack & Co., Ottawa, sulphate of copper	310 50
Jos. Brassard, for teaching operator of Cape Salmon	25 00
For telephone rent	70 00
Alfred Brassard, Port au Persil, for freight	34 41
Mechanics Supply Company, Quebec	103.50
" "	16 00
Sundries	209 89

To be added to the item of construction, an amount of $433.97, for the construction of a line from main road to Cape Salmon, as authorized by letter dated 1st June, 1909, Ref. B—998.

COST OF MAINTENANCE OF OFFICES.

April, 1909	$789 41
May, "	780 55
June "	840 81
July "	832 24
Aug. "	853 30
Sept. "	912 85
Oct. "	890 69
Nov. "	829 35
Dec. "	796 50
Jan., 1910	889 13
Feb. "	860 74
March "	813 37
Making a total for maintenance	$10,088 94
Including other accounts mentioned above	4,294 01
Making a grand total of	$14,382 95

In conclusion the lines under my control have given good service during the last twelve months. [List of staff, etc., in tabular statements preceding reports.]

I have the honour to be, sir,

Your obedient servant,

J. C. TACHE,

District Superintendent.

REPORT 5a.

OFFICE OF THE DISTRICT SUPERINTENDENT,
LONG POINT OF MINGAN, Q., 1st April, 1910.

D. H. KEELEY, Esq., General Superintendent,
Government Telegraph Service,
Ottawa, Ont.

DEAR SIR,—I beg to submit the following report of the Government North Shore Telegraph Line from Bersimis eastward to Chateau Bay, for the year ending 31st March, 1910. The whole distance (1,075 miles) has been put in satisfactory condition. Four line inspectors (divisions of about 200 miles each) with their gangs made as usual the yearly overhauling and clearance of the line from Pointe-des-Monts to Chateau Bay. Also renewal or repairing, from one end to the other, of bridges, camps, shelter huts, barges, canoes, poles, braces, etc. Moreover, the other regularly appointed linemen also maintained their sections in working condition, from Rivière-Colombier (16 miles west of Bersimis) to Pointe-des-Monts, and from Betchouan (20 miles east of Esquimaux-Point) to Red Bay.

On 12th February, 1907, by special request, I mailed to the department a list of all the offices, intermediate distances, names of agents, operators, inspectors, repairers, salary, date of appointment, date of birth, nationality and memo on this district.

You will also find here attached a corrected list of offices, etc. (put on pp. 23-25 of your general report for the fiscal year ended March 31st, 1909) with my memorandum of omissions, additions and other informations to 31st March, 1910.

Number of agents, etc.:—

Agents, operators and assistant operators	86
Division inspectors	4
Section repairers	25
	115

NEW OFFICES, OFFICE CHANGES, ETC.

At Manicouagan, the accommodation office was closed on 28th May, 1909.

At English Point, the accommodation office was closed for summer on 30th May, 1909, and at Egg Island the accommodation office was re-opened for winter on same date.

At Harrington Island, the telephone office was opened (in hospital kept by Doctor Hare) and connection made with Harrington telegraph office, on 14th June, 1909.

At Red Bay, telegraph office removed to Mr. George Moore's residence, himself taking charge as operator on 1st July, 1909, replacing his sister Sarah, who is now Mrs. Yelman.

At Salmon Bay (6 miles from Bonne Espérance office and down St. Paul's river) small loop-line built and everything ready, on 4th July, 1909. Miss Mary Chevalier, operator at Bonne Espérance station, being in very poor health, could not go to take charge of Salmon Bay new temporary office for the summer months, as it had been arranged.

Long Point-Anticosti cable repaired on 29th July, 1909. Trouble was near Anticosti shore.

Between Red Bay and Chateau Bay (a distance of 30 miles) considerable line repairs made on that section of line and communication re-established at this eastern end office, with the western ones, on 5th August, 1909.

At Moisie East, the accommodation office was closed on 31st August, 1909, and will be re-opened in spring 1910.

At Blanc-Sablon, the office was closed on 5th October, 1909, and will be re-opened in spring 1910.

11th October, 1909.—Anticosti cable broken about 3 miles from Long Point, off Mingan shore.

12th October, 1909—At Bonne Espérance the office will remain closed during next winter on account of Miss M. Chevalier's illness.

20th October, 1909—Long Point-Anticosti cable repaired.

Construction of Clarke City loop-line commenced 30th September and completed on 9th November, 1909.

I will abstain in this statement, to give you certain informations, recommendations and suggestions, as it has already been done by correspondence, and knowing it is a yearly, brief general report that is particularly required.

I have the honour to be, sir,

Your obedient servant,

E. H. TETU,

District Superintendent.

[*Note.*—List of staff officers, etc., will be found in the tabular statements preceding the reports.]

REPORT 6.

St. Jean, Island of Orleans, P.Q., March 31, 1910.

D. H. Keeley, Esq., General Superintendent,
Government Telegraph Service,
Ottawa.

Dear Sir,—I have the honour to submit herewith my annual report on the operation of the lines, cables and telephones of the Grosse Ile Quarantine system, &c., under my charge, comprising land lines and submarine cables, from l'Ange Gardien, County of Montmorency, to Ile aux Coudres, County of Charlevoix, inclusive, for the fiscal year ending the 31st March, 1910.

During the winter of 1908-9, the three submarine telegraph cables were broken by ice. The cable between Crane Island and Montmagny was broken on the 12th December, 1908, and was repaired by me in May 1909, but not having enough cable on hand to make a complete joint, this cable was finally repaired by the cable ship *Tyrian* in July, 1909. Two miles of this cable was carried away, and it was impossible to locate it.

The cable connecting St. François, Island of Orleans, with Ile aux Reaux was interrupted near the last mentioned place in April, 1909, which I repaired in May, 1909, adding 500 feet of cable to replace that carried away by ice.

The cable from St. François to Bay St. Paul was broken in December, 1908, and was repaired by the cable ship *Tyrian* in September, 1909.

As in past years, many poles of the land lines (about 25) were broken off level with the surface of the ground either by storm, ice or trees falling on these poles,

all being replaced at once. It would be advisable for me to have a number of these poles on hand to replace others which become useless, owing to their small size, becoming too short in certain places when replanted.

The telegraph and telephone line on the Island of Orleans is in bad shape and works very badly, owing to interference by trees, &c., on almost its entire length. I procured the services of two competent men with a wagon to do general repairs to this line in July, 1909, after which repairs these lines gave very good service.

The office sets at St. Petronille and St. François having become defective through lack of care and the damp state of these offices, I repaired them and placed them in good order.

Apart from the interruptions mentioned above, the lines under my charge have given good service and the agents and operators give good care to the duties of their respective offices. The agent at Grosse Ile is not included in this number, as the reports from that office are not sent to me.

Under special instructions, I proceeded to construct a telephone line from the parish of St. Bridget of Laval, County of Montmorency, to Notre Dame de Beauport, in the County of Quebec, a distance of 15 miles. This line connects with the Bell Telephone Company in Beauport and was completed the 23rd November, 1909.

I dare reiterate the request, submitted in previous reports, to be given a suitable small steamboat to be used in connection with cable repairs as well as land lines in my division so as to enable me to give the best possible service on these lines and cables.

Following are details covering length of lines, cables, names of agents, salaries, &c., &c.

[See tabular statements preceding report].

I think it advisable to give here, the interruptions in the cables during the past winter and the dates on which these interruptions took place.

Cable, Bay St. Paul to St. François, September 24, 1909.
" Montmagny to Crane Island, December 12, 1909.
" l'Ange Gardien, St. Pierre, March 2, 1910.
" Grosse Isle, St. François, March 6, 1910.
" Telephone to l'Ange Gardien, February 10, 1910.

I have the honour to be, sir,

Your obedient servant,

J. P. POULIOT,

District Superintendent.

REPORT 7.—PELEE ISLAND.

LEAMINGTON, Ont., April 7th, 1910.

D. H. KEELEY, Esq.,
General Superintendent Government Telegraph Service,
Ottawa, Ont.

DEAR SIR,—In the matter of the Pelee Island Telephone System for the term from March 31st, 1909, to March 31st, 1910, I beg to report as follows:—

1. The line on the island is in good working order and repair, except a short piece near the north end lighthouse, where some trees have been used as temporary poles, where some of the line poles have been washed out, and as suggested in my

former report it will be better to shift this portion a little eastward to a new dyke which was thrown up last season through a portion of the lighthouse marsh.

Three instruments were installed on the island on April 8th and 9th, 1909, at Dr. Van Epps' residence, Dr. Piritte's residence and at the hotel, all near the West Dock office and a fourth instrument was installed at McCormick's store near the North Dock (Scudder Dock) on October 28th, 1909. I afterwards removed the instrument that had been installed at Dr. Piritte's residence, as he had left the island about the beginning of autumn.

2. The mainland line to the cable landing and also to Point Pelee is working all right. The latter will require some attention this season in replacing some of the old poles with new ones, of which there is enough on hand. On June 23, I installed an instrument at Baird's house on Point Pelee near Tilden's office and on March 25th, 1910, installed an instrument at Jackson and Moss' summer residence on Point Pelee, near the site of the old Club House station, and two and a half miles north from Tilden's. We had transformers or repeating coils placed on both the island and Point Pelee branches of the line on the mainland during the past season. I also removed the instrument from the Delaurier premises near the Leamington Dock on the mainland, as Delaurier had sold out and removed, and under an agreement between the town corporation and the Bell Telephone Company, a free instrument is placed by the company at the dockmaster's residence.

3. The cable worked all right and satisfactorily after being repaired in May and June, 1908, until December 16th, 1909, when it ceased working. I have not been able to ascertain the cause, but think it probable that the heavily packed ice which prevailed at the time may have broken or damaged it, and I am now, as authorized by you, getting matters in readiness to examine and repair if possible, as soon as the lakes are thoroughly clear of ice and the weather seems settled.

I herewith submit a list of the offices, operators or agents and rates of commission or salary and summary of messages sent and received from March 31st, 1909, to March 31st, 1910. [See tabular statements preceding reports].

Yours most respectfully,

JOHN McR. SELKIRK,

District Superintendent.

REPORT 8.

EDMONTON, ALBERTA, April 2, 1910

D. H. KEELEY, Esq.,
General Superintendent,
Government Telegraph Service,
Ottawa, Canada.

DEAR SIR,—I beg to submit herewith my annual report of the Northwest Lines to March 31, 1910, covering conditions, repairs, changes in staff and construction.

Since my last report, my own office has been removed from Qu'Appelle, Saskatchewan, to Edmonton, Alberta, owing to the extension of our lines northward into the Peace River country, giving me a central point from which to work. I am thus enabled to keep in constant touch with the construction of the Edmonton-Peace River extension, as also with the offices on the Saskatchewan division.

CONDITIONS GENERALLY—SASKATCHEWAN DIVISION.

The usual number of new poles were put in on the different sections to replace those lost owing to the natural decay of old poles; the taking of the line from fields and placing it on the highway, and from prairie fires and lightning. During the spring and summer, lightning and prairie fires were unusually severe, and caused more than the ordinary trouble, but owing to the watchfulness and energy of the employees along the line, the delay to business was kept at a minimum, with but very few exceptions. In cases of wire trouble we have three different points, which, owing to the courtesy of the Canadian Pacific Railway Telegraph Company, we can use as repeating stations, viz: Q'Appelle, Saskatoon, and Edmonton, and at no time is business for outside points delayed. As stated in my last year's report our line is being fenced in by many settlers who are purchasing land or taking up homesteads along the route of our line. A number of these are requesting that the line be removed from their fields. We have been complying with their requests and placing the line on the highway. There will be considerable of this work to be done this coming summer. It will also be necessary to renew a considerable number of poles at different points along the whole route between Q'Appelle and Edmonton, owing to decay and the ravages of prairie fires. Many of the poles have been reset so often that they are now too short to be of any further use.

EDMONTON-PEACE RIVER SECTION.

During the year just closed, construction on this line has been completed for a distance of 76 miles northwest from Athabasca Landing, and an office opened at Mirror Landing, a point six miles from the end of construction. The right-of-way has been cleared and poles distributed along the route for an additional 100 miles. This will bring us to Lesser Slave Lake settlement, at the west end of Lesser Slave Lake. Some material, such as wire, and insulators, is also on the ground, in readiness for construction as soon as spring opens, and funds available. The office, which was opened at Mirror Landing, while not a large revenue producer, was found to be of very great service to the people in the north, and especially to those who were travelling to and from Grand Prairie and other northern settlements. As construction advances, I would suggest the opening of an office at the east end of Lesser Slave Lake, when the office now at Mirror Landing would be useful only as a summer office. Mirror Landing is the point at which steamers transfer their freight and passengers for the northern country over a sixteen mile portage to connect with other steamers. So that if we have an office at the east end of Lesser Slave Lake, Mirror Landing office might be closed for the winter months. I would also suggest that offices be opened at Lesser Slave Lake settlement, at the west end of Lesser Slave Lake—65 miles further on—and at Peace River Crossing, when those points are reached.

Many settlers living in the north, and also new settlers going into that country, have expressed themselves very strongly as to the need and usefulness of this line.

LLOYDMINSTER (LOOP) LINE.

The reconstruction of this line was completed in November last. The point where it connects with the main line is at old Fort Pitt, on the Saskatchewan river, 15 miles west of where the old loop connected with it. The new line is well built, tamarack poles being used, and follows the highway. This loop is 29 miles long, necessitating the use of 58 miles of wire and material. There should not be any wire trouble on this portion of the line for some years. On the completion of this loop last fall, I had the 44 miles of wire which was in use on the old loop, and which was

in good order, reeled and shipped to Edmonton, together with the insulators. This material will be used on construction of the Peace River line.

MOOSEJAW-WOOD MOUNTAIN DIVISION.

Many poles on this line are in very bad condition and will need renewing this year. An appropriation was made two years ago to have this line put in good condition, but owing to the delay of the contractor in forwarding poles, the work could not be completed. The balance of the appropriation lapsed and was not revoted. Lineman Brown has, however, kept the line in fair working order, so that but little delay to business has occurred during the year.

TELEPHONE LINES.

The telephone lines running from Edmonton to St. Albert and Stoney Plain, are being largely reconstructed by the Alberta Provincial Government Telephone Service. Some parts of the line had to be changed and many of the old poles renewed. These lines include the following offices:—Winterburn, Stonyplain, Spruce Grove, Stonyplain Centre, Stonyplain Station, St. Albert, Raye, Rivière qui Barre and Alexandre.

FORT QU'APPELLE—LEBRET-FILE HILLS LINE.

This line has been kept in good working order throughout the year, and has given perfect satisfaction.

BATOCHE-DUCK LAKE DIVISION.

The greater portion of this line is running through the fields of settlers and must be moved to the highway. The poles are old, rotten and useless and new poles will have to be used. I have let a contract for 175 new poles for this work, as authorized, and will have the line put in good order as soon as weather permits.

ANDREW-WHITFORD LINE.

This line has been kept in good working order. The instrument at Whitford was moved to the new post office, one mile east of the old office, where it connects with the Alberta Provincial Telephone line.

SADDLE LAKE-INDUSTRIAL SCHOOL LINE.

This line has been working satisfactorily throughout the year and is in good order.

KAMSACK—INDIAN AGENCY LINE.

In August, during a severe electric storm, both telephones were burned out. These were replaced by two new instruments sent by the department. With the exception of this short delay the line has been in good order.

BUILDINGS AND REPAIRS.

During the year it was found necessary to have the following work done, which was duly authorized by the department:—

Repairs to cellar and building at Battleford	$ 79 10
Repairs and painting to building at Onion Lake	135 00
Repairs to cellar and foundation of building at S. Humboldt	60 00
New stable and well at Saddle Lake	498 00
Repairs to building at Pakan (Victoria)	210 00

ADDITIONS AND CHANGES IN STAFF.

D. Sutherland appointed lineman at Fort Qu'Appelle in place of J. W. Wilson (deceased).

J. T. Dewan, Battleford, appointed lineman in place of Wm. Dewan, resigned.

Agent A. Bowtell transferred from Onion Lake to Lloydminster.

Agent H. McCleneghan transferred from Lloydminster to Onion Lake.

Sub-agent Mann, transferred from Moose to Lloydminster, as lineman.

J. A. McCartney appointed sub-agent at Moose, in place of G. G. Mann, transferred to Lloydminster.

H. Hunt, acting lineman at Qu'Appelle, transferred to Edmonton as acting lineman.

T. Boothe appointed messenger at Edmonton.

E. R. Lossing, acting agent at Limerick, vice C. A. Lindred, resigned.

G. E. MacLeod, chief lineman, Edmonton, being kept at end of construction.

I have the honour to be, sir,

Your obedient servant,

ROBT. C. MACDONALD,

District Superintendent.

[Note.—List of staff offices, etc., will be found in the tabular statements preceding the reports].

REPORT No. 9.

OFFICE OF THE GENERAL INSPECTOR (SASK., ALTA. AND B.C.)

EDMONTON, ALTA., March 31st, 1910.

D. H. KEELEY, Esq.,
General Superintendent,
Ottawa.

DEAR SIR,—I beg to submit herewith a report covering the lines in my inspectorate, and bringing the report up to March 31st, 1910.

On May 1st, 1909, my headquarters were transferred from Kamloops, B.C., to Edmonton, Alta.

GOVERNMENT TELEGRAPH SERVICE.

NORTHWEST LINES.

Location of Lines.	Points Connected.	Year.	Length of Lines.			Number of Offices.	Messages Sent.
			Land Lines.	Cables.	Total.		
			Miles.	K'ts.			
Northwest	Qu'Appelle—Edmonton	1883	671	.....	671	16	
"	Edmonton—Athabasca Landing	1904	98	.....	98	2	
"	Athabasca Landing—Mirror Landing	1909	70	.....	70	2	
"	Moosejaw—Wood Mountain	1885	90	....	90	3	
"	Wood Mountain—Willow Bunch	1904	40	....	40	2	
"	Edmonton—Indian Ag. & Stoney Plain	1904	24	.....	24	5	
"	Edmonton—St. Albert	1887	9	.....	9	3	19,237
"	St. Albert—Que-Barre and Alexandre	1902	27	.. .	27		
"	Duck Lake—Batoche	1902	9	.....	12½	3	
"	Duck Lake—Indian Agency	1902	3½	....			
"	Lloydminster (loop) near Onion Lake	1909	29	....	29	1	
"	Pakan (Victoria) Andrew & Whitford	1904-5	17	....	17	2	
"	Lipton (loop) near Fort Qu'Appelle	1906	1	.. .	1	1	
"	Fort Qu'Appelle—File Hills Indian Ag.	1907	27	.....	27	4	
"	Saddle Lake—Industrial School	1900	6½	.....	6½	1	
"	Kamsack—Indian Agency	1907	6½	.. .	6½	2	
	Total		1,128½	.....	1,128½	47	

QU'APPELLE-ATHABASCA LANDING SECTION.

During the past year, good service has been maintained on this division. There have been the usual unavoidable interruptions, due to lightning, prairie fires, and other natural causes, but no serious delays to business have resulted, owing to the prompt action taken by employees. All along the route traversed by the line, it is becoming increasingly difficult to avoid delays in repairing, owing to the rapid settlement, and consequent fencing in of the line, which, having been erected prior to surveys, was built to reach its objective in the most direct way possible. As a consequence, linemen are frequently compelled to leave their horses, and proceed on foot through the fields, in order to locate trouble, thus necessarily taking longer than if the line were on the highway. Wherever practicable, however, this condition is being overcome by removing the line to the travelled roads. I would recommend that a certain amount of this removal work should be arranged for each season until completed.

A number of new poles will be required on each repairing section, to replace those destroyed or decayed.

The poles on the loop connecting Lloydminster with the main line having fallen into decay, a new loop, 29 miles in length, was completed last November, thus removing a frequent source of trouble to the working of the line.

A new stable was erected at Saddle Lake to replace the original stable, the walls of which had rotted. A well was also dug there. Necessary repairs were made to our buildings at Pakan, Onion Lake, Battleford, and South Humboldt. The various buildings owned by the department are now all in very good condition.

I much regret to report the death of Lineman J. W. Wilson, which occurred in November last. Mr. Wilson had been in the service for many years, and had proven himself a useful and efficient employee.

A number of appointments, and changes in staff are shown elsewhere.

The books of the various offices are well kept, and returns are forwarded promptly to the superintendent, in these respects comparing favourably with any telegraph service of which I have knowledge.

MOOSEJAW-WILLOW BUNCH SECTION.

A large number of poles will be required this season to replace losses from fires, lightning and natural decay. The country between Moosejaw and Wood Mountain has virtually all been taken up by homesteaders during the past two years, and the work of keeping the line in good order has been difficult. Lineman Brown, stationed at Wood Mountain, has a beat extending 40 miles east to Willow Bunch and 100 miles north to Moosejaw. The ploughing of the land along the line increases the difficulty of the work, and it may be found advisable to place a lineman at some point midway between Moosejaw and Limerick. Lake Johnston, 35 miles south of Moosejaw, would probably be the most suitable point.

BATOCHE—DUCK LAKE SECTION.

The poles on this line having been re-set so often as to be no longer capable of supporting the wire, a contract has been let for new poles to re-construct the line 6½ miles. The route will be changed, so as to remove it from farms, and place it on the highway throughout.

The offices at Duck Lake and Batoche receive good attention, books are well kept, and returns forwarded promptly.

PEACE RIVER EXTENSION.

This line was last season carried to a point 76 miles north of Athabasca Landing, an office being established at Mirror Landing, on the Athabasca river, six miles from the end of construction. The right of way was also cleared for an additional 100 miles, to the west end of Lesser Slave lake, and poles distributed in readiness for this season's operations. Should the programme of work for this season be carried out as proposed, the line should, by fall, reach Peace River crossing, about 280 miles northwest of Athabasca Landing. The principal settlements beyond Athabasca Landing are at east end Lesser Slave lake, 115 miles, west end Lesser Slave lake, 75 miles, and Peace River crossing, 90 miles, the distance given being approximate.

Operators and linemen should be stationed at each of these points, as also at Athabasca Landing.

TELEPHONE LINES.

The various telephone lines, Kamsack Indian agency, Duck Lake Indian agency, Fort Qu'Appele Indian Agency, File Hills, Andrew-Whitford, Saddle Lake industrial school, are all in good working order. The Edmonton-Stonyplain, and Edmonton-Alexandra lines are being operated by the provincial government, in connection with their lines.

BRITISH COLUMBIA.

GOLDEN WINDERMERE TELEPHONE LINE.

This line is working satisfactorily. A number of poles will be required to replace others which have rotted, and are too short to re-set. This line is efficiently looked after by Mr. G. E. Sanborn, who is stationed at Golden.

KAMLOOPS-VERNON TELEPHONE LINE.

As stated in my last report, many new poles are required on this line in order to place it in a satisfactory working condition. This is true of the whole section between Kamloops and Princeton, and unless action is taken at once, continuous trouble must inevitably result. Great numbers of poles along this route are rotten, or partially so, so that a tree falling on the line creates great havoc. Superintendent Stevens considers that the butts of all new poles should be treated with a preservative, and judging from the results on poles so treated, between Penticton and Kelowna, I consider that the life of a pole is considerably lengthened thereby. Those sections of the line between Kamloops and Louis Creek, Penticton and Vernon, also Vernon to Lumby, are in excellent condition.

Since the date of my last report, I have not been over the lines under the jurisdiction of Superintendent Henderson.

I have the honour to be, sir,

Your obedient servant,

J. S. MACDONALD,

General Inspector.

REPORT No. 10.

VICTORIA, B.C., April 2nd, 1910.

DEAR SIR,—I have the honour to submit the annual report of the telegraph and telephone lines under my charge for the year ending 31st March, 1910.

VICTORIA AND CAPE BEALE TELEGRAPH LINE.

A satisfactory service has been maintained on this line during the year, fewer interruptions and of lesser duration, partly on account of the mild winter and partly from the fact that all the sections on the line have been thoroughly overhauled during the summer as far as the condition of the line would permit. I would repeat the recommendation made last year that wherever possible the line should be placed on the new life-saving trail now being constructed by the Marine and Fisheries Department, removal of line from north side of San Juan mountain, near Port Renfrew to the south side, wherever possible taken out of the bush and put on the beach, a large portion of the line between Victoria and Otter point should be repoled. The portion near Lost Creek, on both sides, should be placed along the beach, avoiding two of the very worst hills on the line and the creek crossed by a heavy steel wire on high poles. Nearly all the footbridges in the middle and eastern sections of this line were washed away by extremely high water and floods, and while a number have been permanently repaired and some temporarily, these will all require to be put in thoroughly safe condition during the summer. The fish traps, logging camps, &c., were again given telephone connection with the nearest offices.

ALBERNI AND CAPE BEALE TELEGRAPH LINE.

The Canadian Pacific Telegraph Company's line repairers are responsible for the maintenance and repairs of this line.

ALBERNI AND CLAYOQUOT TELEGRAPH LINE.

Considerable difficulty was found in maintaining communication on the line during the winter on account of the poor state of the poles.

Very considerable repairs will require to be made to this line during the coming summer, the major portion of the poles from Franklin creek on the Alberni canal to Clayoquot are decayed and unsafe to climb. The line should be transferred from these to green trees along the water edge instead of as at present from a few yards to a hundred yards in the bush. The portion of this line from New Alberni to Franklin creek is maintained and repaired by the Canadian Pacific Railway Telegraph Company's line repairer, and I regret to report that constant and serious complaint is made by our line repairer on the next section, that such is poorly done, and that on more than one occasion he has covered his own section and continued up the canal and found the break or ground on the Canadian Pacific Railway section. If our line is to be improved as suggested above, the section from Franklin creek to New Alberni will also require to be overhauled as when an inspection was made of this portion by my assistant, Mr. J. G. Brown, last August, it was in a deplorable condition. I would suggest that in a densely wooded section of the country, subject to so much rain, wind and snow, that the three wires now on the one pole be put on cross arms, or our Alberni and Clayoquot line be put on poles by itself and maintained by our own line repairer. I would again strongly urge that the line repairers on this section should be supplied with motor launches both as a means of repairing the breaks quickly, and as a means of safe travelling; the cost would be about six hundred dollars ($600) each. The linemen have purchased launches for themselves, as it was found impossible to perform their work with a row or sail boat.

NANAIMO AND COMOX TELEGRAPH LINE.

From Nanaimo to Campbell river, this line which has been of very great satisfaction to all who have occasion to do business, is now in very good condition, only one portion requires re-poling.

DENMAN AND HORNBY ISLAND TELEPHONE LINE.

This line until recently was considered an integral part of the Nanaimo & Comox line, is now treated as an independent line with offices at Union bay. Denman island (2) and Hornby island. The line is not subject to many interruptions, being built on a trunk road and the islands lay to the east of Vancouver island, which protects them from the prevailing winds. Mr. Thos. Hudson, our line repairer on the northern section of the Nanaimo and Comox line, with headquarters at Union bay, exercises a general oversight of this line, temporary repairs being made by parties living on the islands. This line will require a general overhauling this coming summer.

VANCOUVER, SALT SPRING, PENDER, MAYNE AND GALIANO ISLANDS TELEPHONE LINE.

This line has worked very well except when temporary repairs were poorly made once or twice by local parties. It was also unfortunate that the cable between Galiano and Mayne island parted during this winter, while some inconvenience might be suffered by the few settlers on Galiano island; they have been able, however, to enjoy the benefit of the telephone by crossing the passage between the islands, a distance of about a mile. A general overhauling of the line will be made during the coming summer, phones inspected and batteries, etc., renewed.

NANAIMO AND GABRIOLA ISLAND TELEPHONE LINE.

This line was completed a year ago, phones installed at North Gabriola, Centre Gabriola and South Gabriola on Gabriola island, also at Nanaimo river, near the point where the cable leaves Vancouver island for Gabriola island and at Nanaimo in the office of the British Columbia Telephone Company, whereby islanders have connection with that company's long distance system. The line has worked very satisfactorily, being much appreciated by the settlers. Temporary repairs are executed by the settlers and an expert lineman conversant with repairs to phones, etc., will have to overhaul the whole line yearly or as often as necessary. Very little repairs have been required so far and mostly from falling timber.

GOLDEN AND WINDERMERE TELEPHONE LINE.

An excellent service has been maintained on this line throughout the year, many poles have been reset and still a number require to be attended to.

VICTORIA AND METCHOSIN TELEPHONE LINE.

Operated and maintained by the British Columbia Telephone Company.

Note.—List of staff, offices, etc., will be found in the tabular statements preceding the reports.

TOTAL NUMBER OF MILES OF LINES, &C., IN OPERATION AT MARCH 31, 1909.

—	Miles	Land Lines.	Cable.	No. of Offices.	No. of Operators.	No. of Line Repairers.	Messengers.
Victoria—Cape Beale	118	118	.....	12	6	8	1
Alberni—Cape Beale	57	57	.....	2	2	Repairs made by C.P.R.	
Alberni — Clayoquot main line	86 5/16	86 1/16	.....	7	6	4 Government. 1 C.P.R.	
Alberni—Clayoquot Sechart Branch	9	9	.....	.....	.....	.....	
Alberni — Clayoquot Mosquito Harbour Branch	10 1/2	10 1/2	1/4	.....	.....	.....	
Nanaimo—Comox	*90	90	.....	12	12	2	1
Parksville—Alberni Branch (N. & C.)	30	30	.....	.....	.....	Repairs made by C.P.R.	
Denman—Hornby Isd	†18	11	7	.....	.....	.....	
Courtenay—Campbell R	40	40	.....	.....	.....	.....	
Golden—Windermere	90	90	.....	4	5	1	
Vancouver Island & Salt Spring Pender, Mayne & Galiano Islands Telephone Line	67	60	7	6	16	On commission.	

* Length in question heretofore stated to be 81 miles.
† Length in question heretofore stated to be 14 miles land line, 2 miles cable.

I have the honour to be, sir.
Your obedient servant,
WM. HENDERSON,
Supt. Govt. Telegraphs.

REPORT No. 11.

OFFICE OF THE DISTRICT SUPERINTENDENT.
SUMMERLAND, B.C., March 17th, 1910.

D. H. KEELEY, ESQ.,
General Superintendent.
Ottawa, Ont.

DEAR SIR,—I have the honour to acknowledge your communication March 3rd, and herewith beg to submit my report covering the lines under my supervision up to March 31st, 1910.

KAMLOOPS TO LOUIS CREEK.

This line, opened for business in December, 1908, is still in good condition. This line has not cost anything for repairs since it was opened, which shows the wisdom of good substantial construction at the beginning, with the butts of poles treated with a good preservative, all of which materially lengthens the life of the pole, and reduces to a minimum the cost of upkeep.

KAMLOOPS TO NICOLA AND LOWER NICOLA.

This line should be rebuilt at once. Since the opening of spring with the consequent going of frost from the ground, poles falling, and thus bringing the line into trouble, are matters of daily occurrence.

These poles were reset October, 1905, butts being treated with carbolineum. This experience teaches that it is useless to try and preserve a pole after it is dead. I think the line was built in 1900, which shows that the treatment to the butts did not increase the life of pole. In contradistinction to this I would point out that the section from Kelowna to Penticton, built at the same time as the Kamloops-Nicola section, was being reset, and the butts treated with the same preservative, is still in good condition, and the cost of maintenance so far as resetting of poles is concerned, has been nil. I had occasion a few days ago to examine one of these poles, and found that even the first stages of decay had not set in. One must by this be forced to conclude that the butts must be treated when green.

NICOLA TO HEDLEY AND HEDLEY TO PENTICTON.

As restated in former reports, when these sections were first built, about two-thirds of the line was strung upon trees. What poles were used are now falling rapidly, and to reset them would be useless. These first poles should now be replaced with good poles, and butts preserved. As the railway is now built as far as Princeton, preservative can be shipped to that point and distributed.

Estimate for rebuilding Kamloops to Nicola and Lower Nicola, and for rebuilding the parts where the first poles were used between Nicola and Hedley, and Hedley and Pentieton has already been submitted in previous report. If this work is to be done this year (and I do not see how it can be delayed) I would respectfully submit that immediate work be begun. Falling timber between Aspen Grove and Princeton, a distance of sixty miles, coupled with heavy fall of snow, has made the operation of this section of the line extremely difficult this past winter.

The exchange at Princeton was opened for business November, 1909, and appears to have given the people of this town the accommodation they required, in order to satisfy them. Everything appears to be running to the satisfaction of all concerned at this point, where in the past so much trouble and friction was continually in evidence.

PENTICTON TO KELOWNA.

Nothing need be said in regard to this section, except what has been said by way of reference under Kamloops to Nicola section. This section needs no attention except as to general upkeep. I would expect the poles on this section to last at least another five years and perhaps longer.

KELOWNA TO VERNON.

Work upon the rebuilding and stringing of second circuit in metallic copper was completed in October last year, and is giving entire satisfaction. The old line is used for telegraph purposes, alone. I have received several congratulatory statements from our patrons in the lower part of the Okanagan valley between Hedley and Kelowna, expressing their appreciation of the improvement in holding conversations with Vernon. This is due to using the copper conductor, and getting away from gravity battery which was constantly on the line, when it was being used in its dual capacity as telephone and telegraph.

VERNON TO LUMBY.

This line, built in October, 1907, needs no attention. The line was well built, butts being preserved in the usual way with carbolineum.

Subjoined I beg to submit statement of staff, salaries paid, and revised list of offices to date.*

All of which is respectfully submitted.

C. S. STEVENS,
Superintendent.

**Note.*—These lists will be found in the tabular statements preceding the reports.

REPORT No. 12.

OFFICE OF THE SUPERINTENDENT,
VANCOUVER, B.C., June 3rd, 1910.

D. H. KEELEY, Esq.,
General Superintendent Government Telegraphs,
Ottawa, Ont.

DEAR SIR,—I beg to submit herewith my annual report covering the operation of the Yukon Telegraphs for the fiscal year 1909-10:—

MAIN LINE—ASHCROFT TO BOUNDARY, BELOW DAWSON.

The working conditions on the main line during the past year have been excellent, little difficulty was experienced in maintaining almost constant communication, the interruptions being comparatively few, and of but short duration. The usual annual general repairs and overhauling of the line during the summer months were performed by the line foreman, assisted by the local linemen on their respective sections. Between Hazelton and Third Cabin it was found necessary to employ a small gang to re-corduroy a portion of the trail and renew several bridges. This gang also reset and renewed poles along this section where required. On the Atlin-Forty Mile division, the hoped for increase in business over the preceding year failed to materialize, on the contrary business has decreased steadily, owing to the departure from Dawson and Atlin of many of the former individual mine workers, and others whose business interests were affected by the decrease in population, but with favourable prospects for quartz mining, which are already in sight, the expected revival in business cannot much longer be delayed.

While the business on the northern section has been decreasing, the southern section from Atlin to Ashcroft, and from Hazelton to Prince Rupert has been increasing by leaps and bounds, so much so, that the comparative statement attached, shows an increase for the past year on the entire system of $22,190.60, and over 19,000 messages. This increase is mainly due to rapid settlement at Prince Rupert, along the Skeena river, through the Bulkley and Nechacco valleys, and in the Fort George district, and to the opening up of this country by the construction of the Grand Trunk Pacific railway.

The influx of settlers and land seekers has scarcely more than begun. With the month of April, and continually throughout the summer, a steady stream of new comers into these districts is assured.

The local lines in the Cariboo district, and the main line from Ashcroft to Hazelton and Prince Rupert are even at present almost taxed to their capacity.

HORSE FLY BRANCH.

Two men were employed for two months on this branch, assisting the operator and linemen, re-setting and renewing poles and otherwise doing general repairs. The line is now in fairly good condition, but a majority of the poles will require renewing in the near future. A telegraph line twenty miles in length was constructed by the Quesnel Hydraulic Gold Mining Company from their headquarters, named Hydraulic, to connect with our line at Quesnel Forks; the development work being done by this company is very extensive and costly and considerable revenue is accruing to

our line from this connection, an increase in revenue and messages is shown on this branch.

BARKERVILLE BRANCH.

Quesnel to Barkerville, sixty miles. This line is in good condition, and only such repairs as were made from time to time by the local repairers were necessary during the past year. Telephones working in connection with the telegraph circuit were installed at Lock's, Wingdam, Cottonwood and Stanley. These supplied a long felt want, and have given universal satisfaction, an increase in revenue and messages is also shown on this branch.

LILLOOET BRANCH.

Ashcroft to Lillooet, sixty miles. No reconstruction or repairs of a general nature were required on this branch, and the line is still in good order. The revenue here also shows an increase.

LIVINGSTONE BRANCH.

Hootalinqua, Y.T., to Livingstone Creek, Y.T., sixty miles. Owing to the absence of prospectors, and the general suspension of active mining operations in this district, a decrease is shown. This line being exclusively a telephone line, the agents are paid on a commission basis.

HAZELTON-PRINCE RUPERT.

Grand Trunk Pacific construction along this line necessitated the continued employment of extra men and the retention of offices at various camps to enable the work of repairing the daily interruptions caused by blasting and timber clearing being promptly repaired, thus avoiding undue delay to the large volume of business passing over this wire. The comparative statement shows an increase in revenue of $15,298.91, and an increase in messages of 9,705. A continued increase in business is expected, and with the advancement of railway construction more offices will require to be opened between Kitselas and Hazelton.

PORT SIMPSON BRANCH.

Owing to its inaccessibility in places and the rough nature of the country along Work Channel, which the line from Port Simpson followed to the junction on the Skenna river, interruptions were frequent, and the work of making repairs arduous and dangerous. Permission was granted to extend the line from Prince Rupert to Port Simpson via Tuck's Inlet and Georgetown, abandoning the Work Channel section. Construction was begun Sept. 23rd, and completed to the limits of the city of Prince Rupert, October 31st. From that point to our office building, the pole line required to follow the streets, all of the holes had to be blasted out of solid rock, cross arms were used to carry the two wires around Kaien island, the blasting of the holes was necessarily slow work, and only a few men who could work to advantage were retained to complete the work, which was completed and in operation November 24th.

Referring again to the increased traffic on the main line north of Ashcroft, I might say that the steady increase in population at Fort George, where there are two townsites, will necessitate an extension of our line from Blackwater to that point in the near future, the absence of communication of this kind is being keenly felt at present.

Yours truly,
J. T. PHELAN,
Superintendent.

REPORT 12.—(Supplement.)

OFFICE OF THE SUPERINTENDENT,
VANCOUVER, B.C., June 3rd, 1910.

D. H. KEELEY, Esq.,
General Superintendent Government Telegraphs,
Ottawa, Ont.

DEAR SIR,—With my annual report, I am sending comparative statements for the years 1907-8, 1908-9, omitted last year, and 1908-9, 1909-10, to go with this year's report.

I also inclose a list of employees with salaries and location, as requested.*

Yours truly,
J. T. PHELAN,
Superintendent.

[*Note.—Lists of staff, offices, etc., will be found in the tabular statements preceding the reports.]

YUKON TELEGRAPHS.

ASHCROFT-DAWSON MAIN LINE.

COMPARATIVE STATEMENT of Revenue for Years ending March 31, 1909, and March 31, 1910.

Fiscal Year 1908-1909.			Offices.	Fiscal Year 1909-1910.			Summary.					
Messages.		Revenue.		Messages.		Revenue.	Messages.				Revenue.	
							Increase.		Decrease.		Increase.	Decrease.
Sent.	Received.			Sent.	Received.		Sent.	Received.	Sent.	Received.		
		$ cts.				$ cts.					$ cts.	$ cts.
11,510	14,170	17,166 77	Ashcroft, B.C.	18,252	21,438	23,372 29	6,742	7,268			6,205 52	
850	711	1,146 80	Aldermere "	709	721	787 92		10	141			358 88
129	83	41 53	Alexandria "	179	107	57 86	50	24			16 33	
877	679	2,241 66	Atlin "	780	649	2,064 56			97	30		177 10
31	13	37 52	Big Salmon, Y.T.	30	16	33 21		3	1			4 31
100	73	79 60	Blackwater, B.C.	159	101	195 16	59	28			115 56	
60	34	68 38	Bobtail Lake "	95	66	87 11	35	32			18 73	
84	51	22 71	Bonaparte "	114	121	41 31	30	70			18 60	
2,218	2,087		Boundary, Y.T.	2,156	2,037				62	50		
38	40	45 61	Burns Lake, B.C.	73	76	55 91	35	36			10 30	
335	315	343 24	Carcross, Y.T.	336	317	484 61	1	2			141 37	
3			Centre Cabin, Y.T.						3			
940	758	447 29	Clinton, B.C.	1,081	962	476 17	141	204			28 88	
51	36	54 14	Coffee Creek, Y.T.	47	38	61 27		2	4		7 13	
78	76	162 73	Conrad "	60	72	184 83			18	4	22 10	
6,401	6,190	30,347 35	Dawson "	5,669	5,490	28,009 42			732	700		2,337 93
1	1	2 71	Echo Lake, B.C.	3	4	1 93	2	3				0 78
			Eighth Cabin "	3	2	2 48	3	2			2 48	
1	1		Fifth Cabin "	7	4	4 90	6	3			4 90	
21	23	13 70	First Cabin "	42	41	56 08	21	18			42 38	
199	145	243 38	Fort Selkirk, Y.T.	155	137	209 46			44	8		33 92
537	372	775 98	Forty Mile "	477	308	567 92			60	64		208 06
4	6	2 25	Fourth Cabin, B.C.	6		5 05	2			6	2 80	
314	310	376 42	Fraser Lake "	364	331	462 74	50	21			86 32	
			Glentanna "	53	41	53 08	53	41			53 08	

1,921	2,068	2,568	45	Hazelton "	2,858	3,279	3,964	52	937	1,211			1,396	07
89	42	96	71	Hootalinqua, Y.T	100	61	114	87	11	19			18	16
9	6	20	48	Iskoot, B.C	3	3	7	34			6	3		
82	74	111	85	Lower Laberge, Y.T	88	70	94	12	6			4		
45	35	40	01	Moricetown, B.C	80	36	53	30	35	1			13	26
6	2	9	47	Nahlin "	17	8	29	12	11	6			19	65
11	4	2	12	Nakina "	3	3	8	66			8	1	6	54
272	226	302	77	Nechacco "	281	278	315	79	9	52			13	02
4	4	1	99	Ninth Cabin "	3	3	4	45			1	1	2	46
42	14	24	21	Ogilvie, Y.T	35	15	21	24		1	7			2 97
				70 Mile House, B.C	72	44	22	69	72	44			22	69
28	13	11	90	83 " "	119	115	41	92	91	102			30	02
333	233	133	09	115 " "	408	323	166	57	75	90			33	48
615	622	373	91	150 " "	1,223	1,115	769	12	608	493			395	21
1,419	1,390	1,107	45	Quesnel "	1,779	1,739	1,578	23	360	349			470	78
8	7	4	65	Second Cabin "	4	3	3	18			4	4		1 47
13	7	3	59	Sheslay "	8	3	1	00			5	4		2 50
4	4	10	94	Seventh Cabin "		2					4	2		10 94
				Sixth Cabin "	2		0	60	2				0	60
436	340	169	62	Soda Creek "	632	538	266	56	196	198			96	94
30	24	31	89	South Bulkley "	76	90	139	38	46	66			107	49
89	73	108	49	Stewart River, Y.T	111	78	151	07	22	5			42	58
29	14	14	44	Tagish "	11	4	10	01			18	10		4 40
33	32	38	35	Tantalus "							33	32		38 35
				Telkwa, B.C	476	440	660	65	476	440			660	05
158	210	422	72	Telegraph Creek, B.C	163	194	496	19	5			16	73	47
				Third Cabin "	6	6	10	08	6	6			10	08
1	1			25 Mile Cabin "	2	1	15	68	1				15	68
12	9			Upper Laberge, Y.T	7	2	0	65			5	7	0	65
2,108	2,049	3,926	62	Whitehorse "	1,753	1,836	3,555	55			355	213		371 07
114	100	142	16	Yukon Crossing "	153	114	137	03	39	14				5 13
32,693	33,777	63,297	59	Totals	41,323	43,482	69,914	57	10,238	10,864	1,608	1,159	10,205	36

Net increase in messages "Sent"—8,630
" " "Rec'd"—9,705
" " Revenue—$6,616.98

YUKON TELEGRAPHS.

HAZELTON-PRINCE RUPERT BRANCH.

Comparative Statement of Revenue for Years ending March 31, 1909, and March 31, 1910.

Fiscal Year 1908-1909.			Offices.	Fiscal Year 1909-1910.			Summary.					
Messages.		Revenue.		Messages.		Revenue.	Messages.				Revenue.	
							Increase.		Decrease.		Increase.	Decrease.
Sent.	Received.			Sent.	Received.		Sent.	Received.	Sent.	Received.		
		$ cts.				$ cts.					$ cts.	$ cts.
1,207	1,203	1,540 31	Aberdeen, B.C.	966	1,065	1,424 43			241	138		115 88
52	59	24 04	Andimaul "	162	117	120 08	110	58			96 04	
93	87	54 58	Bateman's "	237	180	109 09	144	93			54 51	
			Bostrom's "	39	24	28 85	39	24			28 85	
24	23	61 56	Cassiar "	70	64	123 23	46	41			58 67	
94	57	46 83	Clearwater "	326	223	181 17	232	166			134 34	
144	97	97 68	Copper River, B.C.	379	289	248 84	235	192			151 16	
136	68	137 64	Graveyard Pt. "	333	217	196 84	197	149			59 20	
			Georgetown "	5	4	26 49	5	4			26 49	
123	95	73 33	Hole-in-Wall "	359	238	237 32	236	143			163 99	
21	17	47 82	Inverness "	82	85	82 26	61	68			34 44	
550	369	511 08	Kitselas "	1,859	1,324	1,589 98	1,309	955			1,078 90	
430	331	388 93	Kitsumkalum "	633	554	376 53	203	223				12 40
170	105	72 44	Lorne Creek "	207	102	80 46	37		3		8 02	
7	3	1 04	McLeod's "	12	8	10 59	5	5			9 55	
186	144	69 89	Meanskinisht "	123	122	46 05			63	22		23 84
35	29	72 09	North Pacific "	36	32	41 78	1	3				30 31
528	510	680 82	Port Simpson "	700	566	761 54	172	56			80 72	
2,932	2,791	5,521 48	Prince Rupert "	10,349	9,915	18,971 74	7,417	7,124			13,450 26	
67	45	25 56	Salvus Camp "	89	41	37 05	22		4		11 49	
101	60	59 52	Telegraph Pt. "	212	124	94 23	111	64			34 71	
6,900	6,093	9,489 64	Totals	17,178	15,294	24,788 55	10,582	9,368	304	167	15,481 34	182 43

Net increase in messages "Sent"—10,278.
" " "Rec'd"—9,201.
" Revenue—$15,298.91.

BARKERVILLE BRANCH.

1,070	843	1,218 00	Barkerville, B.C.	918	1,022	1,172 99		179	152				45 01
25	17	14 28	Cottonwood "	171	184	78 30	146	167				64 02	
2	1	0 50	Lafontaine "						2	1			0 50
7	7	2 75	Locke's "	67	68	18 35	60	61				15 60	
71	64	37 18	Stanley "	150	119	105 07	76	55				67 89	
22	33	8 45	Wingdam "	116	92	35 90	94	59				27 45	
1,200	965	1,281 16	Totals	1,422	1,485	1,410 61	376	521	154	1	174 96		45 51

Net increase in messages "Sent"—222.
" " "Rec'd"—520.
" Revenue—$129.45.

HORSEFLY BRANCH.

137	125	231 17	Bullion, B.C.						137	125			231 17
99	65	58 20	Harper's Camp, B.C.	110	100	72 02	12	35				13 82	
			Hydraulic "	143	121	119 45	143	121				119 45	
205	186	152 88	Quesnel Forks "	586	468	467 49	381	282				314 61	
441	376	442 25	Totals	840	689	658 96	536	438	137	125	447 88		231 17

Net increase in messages "Sent"—399.
" " "Rec'd"—313.
" Revenue—$216.71.

LILLOOET BRANCH.

388	346	371 03	Lillooet, B.C.	449	490	382 25	61	144				11 22	
48	53	33 61	Pavilion "	56	54	32 08	8	1					1 53
436	399	404 64	Totals	505	544	414 33	69	145				11 22	1 53

Net increase in messages "Sent"— 69.
" " "Rec'd"—145.
" Revenue—$9.69.

LIVINGSTONE CREEK BRANCH.

134	82	225 00	Livingstone Creek, Y.T.	80	67	147 41			54	15			77 59
7	2	9 45	Mason's Landing "	7	3	5 90		1					3 55
141	81	234 45	Totals	87	70	153 31		1	54	15			81 14

Net decrease in messages "Sent"— 54.
" " "Rec'd"— 14.
" Revenue—$81.14.

MAIN LINE AND BRANCHES.

GENERAL SUMMARY.

Net increase in messages "Sent"—19,544.
" " "Rec'd"—19,870.
" Revenue—$22,190.60.

J. T. PHELAN, *Superintendent.*

YUKON TELEGRAPHS.

ASHCROFT-DAWSON MAIN LINE.

COMPARATIVE STATEMENT of Revenue for Fiscal Years ending March 31, 1908, and March 31, 1909.

Fiscal Year 1907-1908.			Offices.	Fiscal Year 1908-1909.			Summary.					
Messages.		Revenue.		Messages.		Revenue.	Messages.				Revenue.	
							Increase.		Decrease.		Increase.	Decrease.
Sent.	Received.			Sent.	Received.		Sent.	Received.	Sent.	Received.		
		$ cts.				$ cts.					$ cts.	$ cts.
10,667	13,825	16,558 76	Ashcroft, B.C.	11,519	14,170	17,166 77	843	345			608 01	
748	722	992 64	Aldermere "	850	711	1,146 80	102			11	154 16	
149	116	45 05	Alexandria "	129	83	41 53			20	33		3 52
928	800	2,670 67	Atlin "	877	679	2,241 66			51	121		429 01
26	16	53 69	Big Salmon, Y.T.	31	13	37 52	5			3		16 17
69	50	51 15	Blackwater, B.C.	100	73	79 60	31	23			28 45	
26	19	25 48	Bobtail Lake "	60	34	68 38	34	15			42 90	
103	82	55 94	Bonaparte "	84	51	22 71			19	31		33 23
3,125	2,595		Boundary, Y.T.	2,218	2,087				907	508		
32	33	28 41	Burns' Lake, B.C.	38	40	45 61	6	7			17 20	
328	317	187 75	Carcross, Y.T.	335	315	343 24	7			2	155 49	
			Centre Cabin, Y.T.	3			3					
888	759	421 59	Clinton, B.C.	940	758	447 29	52			1	25 70	
77	63	76 87	Coffee Creek, Y.T.	51	36	54 14			26	27		22 73
104	135	208 16	Conrad "	78	76	162 73			26	59		45 43
8,023	7,936	39,427 90	Dawson "	6,401	6,190	30,347 35			1,622	1,746		9,080 55
10	8	2 28	Echo Lake, B.C.	1	1	2 71			9	7	0 43	
1	1	2 50	Eighth Cabin "						1	1		2 50
4	3	4 01	Fifth Cabin "	1	1				3	2		4 01
20	25	22 74	First Cabin "	21	23	13 70	1			2		9 04
213	137	264 62	Fort Selkirk, Y.T.	199	145	243 38		8	14			21 24
761	496	866 32	Forty Mile "	537	372	775 98			224	124		90 34
18	17	19 86	Fourth Cabin "	4	6	2 25			14	11		17 61
396	350	518 61	Fraser Lake "	314	310	376 42			82	40		142 19
1,566	1,635	2,026 20	Hazelton "	1,921	2,068	2,568 45	355	433			542 25	

78	54	120	79	Hootalinqua, Y.T.	89	42	96	71	11			12		24	08
12	4	43	89	Iskoot, B.C.	9	6	20	48		2	3			23	41
113	114	171	09	Lower Laberge, Y.T.	82	74	111	85			31	10		59	21
42	26	26	87	Moricetown, B.C.	45	35	40	04	3	9			13 17		
10	9	15	43	Nahlin "	6	2	9	47			4	7		5	96
5	3	1	56	Nakina "	11	4	2	12	6	1			0 56		
209	184	251	58	Nechacco "	272	226	302	77	63	42			51 19		
1	2			Ninth Cabin "	4	4	1	99	3	2			1 99		
31	29	15	15	Ogilvie, Y.T.	42	14	24	21	11			15	9 06		
				83 Mile House, B.C.	28	13	11	90	28	13			11 90		
346	256	155	37	115 " "	333	233	133	09			13	23		22	28
886	918	465	29	150 " "	615	622	373	91			271	296		91	38
1,361	1,298	1,061	87	Quesnel "	1,419	1,390	1,107	45	58	92			45 58		
1		0	25	Raspberry Creek "										0	25
8	6	9	83	Second Cabin "	8	7	4	65		1				5	18
9	9	15	10	Seventh Cabin "	4	4	10	94			5	5		4	16
32	17	38	86	Sheslay "	13	7	3	50			19	10		35	36
4	3	4	53	Sixth Cabin "							4	3		4	53
381	315	168	57	Soda Creek, "	436	340	169	62	52	25			1 05		
10	9	13	01	South Bulkley "	30	24	31	89	20	15			18 88		
92	51	96	42	Stewart River, Y.T.	89	73	108	49		22	3		12 07		
15	13	10	74	Tagish "	29	14	14	44	14	1			3 70		
128	97	124	56	Tantalus "	33	32	38	35			95	65		86	21
272	285	746	16	Telegraph Creek, B.C.	158	210	422	72			114	75		323	74
3	4	0	50	Third Cabin "							3	4		0	50
6	2	2	25	25 Mile Cabin "	1	1					5	1		2	25
				Upper Laberge, Y.T.	12	9			12	9					
2,616	2,415	5,036	19	Whitehorse "	2,108	2,049	3,926	62			508	366		1,109	57
124	82	170	95	Yukon Crossing "	114	100	142	16		18	10			28	79
35,080	36,345	73,298	31	Totals	32,693	33,777	63,297	59	1,720	1,083	4,107	3,651	1,743 74	11,741	46

Net decrease in messages "Sent"—2,387.
" " "Rec'd"—2,568.
" Revenue—$10,000.72.

YUKON TELEGRAPHS.

HAZELTON-PRINCE RUPERT BRANCH.

Comparative Statement of Revenue for Years ending March 31, 1908, and March 31, 1909.

Fiscal Year 1907-1908.			Offices.	Fiscal Year 1908-1909.			Summary.					
Messages.		Revenue.		Messages.		Revenue.	Messages.				Revenue.	
							Increase.		Decrease.		Increase.	Decrease.
Sent.	Received.			Sent.	Received.		Sent.	Received.	Sent.	Received.		
		$ cts				$ cts.					$ cts.	$ cts.
1,416	1,308	2,046 05	Aberdeen, B.C	1,207	1,203	1,540 31			209	105		505 74
			Andimaui "	52	59	24 04	52	59			24 04	
			Bateman's Edg., B.C.	93	87	54 58	93	87			54 58	
21	23	44 91	Cassiar "	24	23	64 56	3				19 65	
			Clearwater "	94	57	46 83	94	57			46 83	
			Copper River "	144	97	97 68	144	97			97 68	
73	47	50 69	Graveyard Point "	136	68	137 64	63	21			86 95	
			Hole-in-Wall "	123	95	73 33	123	95			73 33	
			Inverness "	21	17	47 82	21	17			47 82	
752	550	778 58	Kitselas "	550	369	511 08			202	181		267 50
148	68	152 46	Kitsumkalum "	430	331	388 93	282	263			236 47	
147	95	87 37	Lorne Creek "	170	105	72 44	23	10				14 93
			McLeod's "	7	3	1 04	7	3			1 04	
174	175	52 53	Meanskinisht "	186	144	69 89	12			31	17 36	
26	7	56 41	North Pacific "	35	29	72 09	9	22			15 68	
941	829	1,241 29	Port Simpson "	528	510	680 82			413	319		560 47
688	479	1,297 46	Prince Rupert "	2,932	2,791	5,521 48	2,244	2,312			4,224 02	
			Salvus Camp "	67	45	25 56	67	45			25 56	
24	10	25 47	Telegraph Pt. "	101	60	59 52	77	50			34 05	
4,410	3,591	5,833 22	Totals	6,900	6,093	9,489 64	3,314	3,138	824	636	5,005 06	1,348 64

Net increase in messages "Sent"—2,490.
" " "Rec'd"—2,502.
" Revenue—$3,656.42.

BARKERVILLE BRANCH.

999	899	819 71	Barkerville, B.C	1,070	843	1,218 00	71			56	398 29	
			Cottonwood "	25	17	14 28	25	17			14 28	
40	41	12 41	Lafontaine "	2	1	0 50			38	40		11 91
			Lock's "	7	7	2 75	7	7			2 75	
			Stanley "	74	64	37 18	74	64			37 18	
			Wingdam "	22	33	8 45	22	33			8 45	
1,039	940	832 12	.... Totals	1,200	965	1,281 16	199	121	38	96	460 95	11 91

Net increase in messages "Sent"—161.
" " "Rec'd"—25.
" Revenue—$449.04.

HORSEFLY BRANCH.

646	497	1,120 79	Bullion, B.C	137	125	231 17			509	372		889 62
250	192	120 35	Harper's Camp, B.C	99	65	58 20			151	127		62 15
520	465	334 53	Quesnel Forks "	205	186	152 88			315	279		181 65
1,416	1,154	1,575 67	Totals	441	376	442 25			975	778		1,133 42

Net decrease in messages "Sent"—975.
" " "Rec'd"—778.
" Revenue—$1,133.42.

LILLOOET BRANCH.

239	263	156 07	Lillooet, B.C	388	346	371 03	149	83			214 96	
56	61	29 00	Pavilion "	48	53	33 61			8	8	1 61	
295	324	185 07	Totals	436	399	404 64	149	83	8	8	219 57	

Net increase in messages "Sent"—141
" " "Rec'd"—75.
" Revenue—$219.57.

LIVINGSTONE CREEK BRANCH.

65	48	147 85	Livingstone Creek, Y.T	134	82	225 00	69	34			77 15	
2	2		Mason's Landing "	7	2	9 45	5				9 45	
67	50	147 85	Totals	141	84	234 45	74	34			86 60	

Net increase in messages "Sent"—74.
" " "Rec'd"—34.
" Revenue—$86.60.

GENERAL SUMMARY:—
Net decrease, Main Lines and Branches, messages "Sent"—496.
" " " "Rec'd"—710.
" " Revenue—$6,722.51.

REPORT No. 13.

OFFICE OF THE GENERAL INSPECTOR (MARITIME PROVINCES,),
NORTH SYDNEY, C.B., N.S., 29th January, 1910.

D. H. KEELLY, Esq.,
General Superintendent, Govt. Telegraphs,
Ottawa, Ont.

DEAR SIR,—Inclosed is a statement of the different amounts of cable handled by the *Tyrian* during the season of 1909.

I have the honour to be, sir,
Yours faithfully,
A. B. McDONALD,
Electrician.

DEEP SEA CABLE.

			Knots.	Knots.
April	17	Cable in tanks from 1908		7·98
"	24	Picked up, repairing Deer Island—Eastport		1·54
		Laid down, " " "	2·10	
"	28	Laid down, repairing Deer Island—Campobello	0·50	
May	5	Laid Blandford—Little Tancook	2·34	
		Laid Little—Great Tancook	1·25	
		Stripped (useless)	0·20	
June	5	Picked up Magdalen Island cable repair		1·35
		" " " "		1·28
		" " " "		0·81
		" " " "		0·65
		Laid down, Magdalen Island cable repair	1·34	
		" " " "	1·33	
		" " " "	0·65	
		" " " "	0·50	
"	15	Laid down Harrington to Harrington Island	3·00	
"	23	All remnants aboard spliced up, measured		4·50
"	24	Picked up Belle Isle cable		21·08
July	6	Laid new cable Tadousac—St. Catherine's Bay	0·87	
"	11	Laid, Crane Island—Montmagny	1·19	
"	21	Laid, Baie St. Paul—St. François	0·75	
		Picked up, Baie St. Paul—St. François		0·75
"	29	Picked up Long Point cable repair		3·58
		Laid down " " "	3·95	
		Condemned, (useless)	0·81	
Aug.	13	Picked up, Grand Manan repair		3·30
		Laid down, " "	3·81	
"	28	Laid down, St. Paul Island repair	3·15	
		Picked up, " "		3·17
		Bad cable condemned	0·54	
Oct.	19	Picked up, Long Point cable repair		5·16
		Laid down, " "	8·10	
Dec.	24	Laid down, St. Paul Island repair	0·20	
"	31	Cable left in tanks	18·57	
		SHORE END CABLE.	55·15	55·15
		Left in tanks from 1908		1·07
June	15	Laid, Harrington Island cable	0·30	
"	24	Picked up Belle Isle cable		1·00
July	6	Laid down at Tadousac	0·15	
"	29	Laid down Long Point cable repair	0·22	
Dec.	18	Laid Big Bras D'Or cable repair	0·02	
"	31	Cable left in tank	1·38	
			2·07	2·07

PART VI

REPORT OF THE COLLECTOR OF REVENUE

DEPARTMENT OF PUBLIC WORKS

1909-10

Department of Public Works,
Ottawa, 8th June, 1910.

The Secretary,
Dept. Public Works,
Ottawa.

Sir,—I have the honour of submitting my report for the twelve months ended 31st March, 1910.

During the twelve months just closed, the revenue accrued from public works shows an increase of $22,965.79, being $185,491.08, while in the preceding year it was $162,525.29.

The collections show an increase of $2,259.67, being $162,622.73, while in 1908-9 they amounted to $160,363.06.

The revenue accrued from slides and booms was $93,640.15 or $15,869.04 more than for year ended 31st March, 1909.

The collections were $71,667.20 or $4,788.21 less than the previous year.

The outstanding uncollected revenue from slides and booms was increased by $21,972.95.

The graving docks yielded $45,816.93 or $14,688.24 less than in 1908-9.

Rents collected amounted to $45,138.61, an increase of $21,870.17.

Having dealt with the revenue in a general way, I now submit the particulars, in detail, relative to the several services under their respective heads.

SLIDES AND BOOMS—OTTAWA DISTRICT.

The tolls charged up amounted to $41,643.85 or $1,252.86 more than in 1908-9.

The number of saw-logs that passed through the works was 4,507,687 or 481,200 pieces more than the previous year.

Of square timber there were only 104 pieces.

Of the revenue accrued during the year only $27,930.01 was collected.

Of the dues accrued since July 1, 1889, when this department took over the collection, there remains uncollected $25,079, full particulars of which will be found in Statement No. 2 herewith.

Of the dues accrued before 1st July, 1889, there still remains $56,805.65, all of which should be written off. See statements Nos. 1 and 3 herewith for particulars.

The accounts for the Ottawa District stand thus:—

Dues accrued during the year to 31st March, 1910		$41,643 85
Outstanding 31st March, 1909		13,667 90
		$55,311 75
Collected (including $2,302.74 dues of 1908-9)		30,232 75
Balance outstanding 31st March, 1910		$25,079 00

Being composed of—

Dues of 1889-90	$ 6,903 05
" 1890-91	28 42
" 1892-3	379 80
" 1896-7	196 71
" 1903-4	637 37
" 1907-8	3,152 40
" 1909-10	13,781 25
	$25,079 00

Balance of dues outstanding prior to 1st July, 1889, when this Department took over the collection, $56,805.65.

The large amount of the dues accrued during the fiscal year remaining uncollected calls for an explanation.

Some three years ago, the lumbermen claimed that some of the charges were unreasonably high and that one at least, that for the Chenеaux Boom, should be abolished; in consequence, pending the settlement of these questions, several withheld payment of the Chenеaux Boomage, for 1908-9 and again in 1909-10, while some withheld the whole account for 1909-10.

Of the latter, all but one have settled their accounts since the books were closed for the financial year.

An early settlement of the question at issue is very desirable, for when such are allowed to lag, they accumulate into formidable amounts, firms change or disappear, and when eventually the matters are decided, it is frequently found extremely difficult to collect the amounts decided to be due.

Herewith are statements in detail.

No. 1—Statement of amounts outstanding prior to 1st July, 1889, uncollected 31st March, 1910.

No. 2—Statement of dues accrued at Ottawa since 1st July, 1889, uncollected 31st March, 1910.

No. 3—Statement of dues accrued at Quebec prior to July 1, 1889, uncollected 31st March, 1910.

No. 4—Statement of the number of pieces of square timber, saw logs, &c., which passed through the Ottawa works during the year ended 31st March, 1910.

No. 5—Statement of dues accrued from each of the slides and works in the Ottawa district during the year ended 31st March, 1910.

REVIEW OF THE SQUARE TIMBER TRADE.

As it has been freely stated, that no more square timber will come over the Ottawa slides, it may not be out of place to glance back to the earliest record we have of what was once regarded as the most important branch of the commerce of this country, namely the timber trade.

UNDER FRENCH RULE.

During the French regime, the timber resources of Canada were regarded as of comparatively such little importance that they were treated as merely incidental to the general land policy of the government and the relation between the Crown, the seigneurs and the habitant or tenent, hence while the seigneur and his tenants, as required by the Seignoral Grant, as far back as 1683, were obliged to clear and inhabit the land, within a specified time, the seigneur was bound to 'preserve and cause to be preserved by his tenants within the limits of the grant, the oak timber fit for the building of vessels.' This condition was general if not universal, in all the

grants made under the French Crown. Thus the only question which then seemed to concern the government was the maintenance of an ample supply of timber for the Royal Navy. The pine and other woods of the forests, which now form so important a feature of natural wealth, seem to have been looked upon with indifference by the seigneur and the habitant.

In 1731, a permit to cut 2,000 cubic feet of oak in the seigneury of Dautray and Berthier, for the construction of war vessels of 500 tons, and another to cut a similar quantity in the seigneury of Chambly and along the River Sorel, were granted.

In 1740, the Governor issued an ordinance forbidding people of all conditions, cutting any oak in the Ile Jesus, in the seigneury of the Lake of Two Mountains and in the Ile Bizard until it was inspected, and such trees as were found adapted to naval construction, marked and retained.

In 1722, the Governor decided that though in the grants the oak was reserved, yet as the land could not be improved without cutting down the trees, it was in the public interest that valuable timber so cut down should be made into boards or cordwood rather than burned on the spot, as the money so realized would help the inhabitants to establish themselves, but where the inhabitant cut the timber solely to sell it, without afterwards clearing the land, the seignior had the right to seize the timber and bring the case before the Governor.

In 1713, an ordinance was issued forbidding the cutting of timber at Cote St. Jean by any not proprietors of the land, under a penalty of 50 livres and confiscation of the trucks and horses serving to transport the said wood. A similar prohibition was issued in 1747, applying to the seigneury of St. Croix.

In the same year, permission was granted to take from adjoining lands timber necessary for the construction of bridges. In a word, up to the close of French rule in Canada, the only reservations by the government were of timber suitable for naval and military purposes, and the customary reservations by the seigniors of timber for various purposes out of the forest products of the holdings leased to the tenants.

UNDER BRITISH RULE.

On December 7th, 1763, after the British took possession of the colony, the first Governor, James Murray, was instructed to reserve in each township surveyed 'proper quantities of land for erecting fortifications and barracks, where necessary or other military or naval services and more particularly for the growth and protection of naval timber, if there are any woodland fit for that purpose, and reserving all of the country in the neighbourhood of Lake Champlain and between the lake and the River St. Lawrence or any other within your government as shall appear on survey to abound in trees fit for masting for our Royal navy and other useful and necessary timber for our navy constructions, when such trees are convenient for water carriage, and consider the advisability of some regulations to prevent the erection of saw mills without a license from the Governor or Commander in Chief, and so prevent waste and destruction in such lands as were reserved.'

In 1775, Guy Carleton, 'Captain General and Governor in Chief of the province of Quebec,' was instructed as follows:—

'That no grant be made of any lands on which there is any considerable growth 'of White Pines fit for masting for our Royal navy and which lie convenient for water carriage.'

I might mention that regulations of 17th February, 1789, also reserved water powers.

In 1807, licenses to cut timber in Canada were granted by the Home Government to the contractors for the Royal dock yards, who besides filling their contracts, took advantage of the privileges so conferred on them to do a general business in supplying the British markets. This was accomplished by the contractors issuing licenses to merchants and lumbermen in Canada who operated as their agents.

The first Canadian timber laws were adopted in Lower Canada in 1805, 25th March:—'An Act for the appointment of an inspector and measurer of scows and rafts and for regulating the pilots and conduction thereof between Chateauguay and the city of Montreal.' The measurement simply had to do with the draughts of water required by rafts and scows to pass them safely through the rapids. In 1808, was adopted the 'Act for the better regulation of the lumber trade'; it begins thus:—'Whereas lumber is become an article of importance in the export trade of this province and it would tend to increase its growing reputation to the great advantage of trade if the quality and measurement thereof were properly ascertained.' It provided that no lumber of the description specified in the Act should be exported until it had been culled, measured and certified as to quality; this Act was in force only two years.

In 1811, it was re-enacted with some changes, and legislation was enacted from time to time until 1819, when they were all repealed and a new Act adopted, this latter with amendments made in 1823 and 1825, was in force till 1827; after being renewed in 1832, it was allowed to expire, by lapse of the term for which it was revived, in 1834.

After the union of the provinces in 1840, a measure was passed by parliament whereby the appointment of a supervisor of cullers and board of examiners of cullers was authorized, it was repealed and a more stringent measure passed in 1843.

It was not till 1826 that the monopoly held by the navy contractors was abolished and the public allowed to cut timber on the ungranted lands of the Ottawa lumber region in payment of a fixed scale of rates to the Crown.

Philemon Wright, who with his little band of hardy pioneers, had penetrated the forest to the present site of the city of Hull, P.Q., arriving there on the 7th March, 1800, was the father of the lumber trade of the Ottawa, he also built the first saw mill in the Ottawa country, it being finished in the autumn of 1800.

The events of the war of the French revolution had thoroughly disorganized commerce, in consequence, the Baltic, from whence England had drawn most of her timber supplies, and the countries bordering thereon, were closed to English merchandise, England began to feel the want of timber and hemp, and Canada, the colony so despised by British politicians of the day, came to the front with considerable supplies of both.

Mr. Wright set diligently to work to produce timber and hemp, but abandoned the growing of the latter after the peace of 1815.

The first raft of square timber floated down the Ottawa river left the mouth of the Gatineau river, on the 11th June, 1806, and reached Montreal in 28 days, having run the Long Sault and Carillon rapids in safety, passed Montreal by the Back river and down the St. Lawrence to Quebec, and before 9 years the timber trade of the Ottawa was firmly established.

From 1806 till the imposition of a timber duty on exportation, in 1823, there are no authentic records available.

In the early days of the trade, the mode of constructing a raft was so crude and the apparatus so primitive, though displaying great ingenuity, that, to the navigator of late years, it seems almost incredible that with such appliances the timber was successfully taken through the rapids named on the Ottawa river and weathered the frequent rough seas on Lake St. Peter; the mooring apparatus consisted of wooden anchors and cables made of withes (twisted birch saplings) the only propelling powers being the winds, the currents and the oars of the raft's crew, which oars were about 24 feet long hewed out of small trees: hence two seasons were often consumed in getting a raft to Quebec, while the same trip could now be made in four weeks or a little less, for rafts have been delivered in Quebec early in July, having traversed the 600 miles from Lake Temiscaming since the last days of April.

In the early days, as in late years, a raft was composed of a number of cribs,

which were built up thus: A frame of the desired dimensions was made of small flatted timber, bound together at the corners by wooden pegs and often further secured by withes, then the longest and straightest timber was selected for the bottom of the crib, stability was then secured by placing on the top of several pieces of traverses, being small flat timber placed across the timber in the frame and fastened to it also by withes, four or five rows of square timber, which latter were known as loading sticks; by the weight of these the timber in the bottom of the crib were kept almost solid in place, nevertheless it was not unusual when running a rapid, that striking sunken rocks, the bottom sticks would slip and the crib be wrecked; as the cribs were completed they were secured together, by withe ropes, in oblong form, and were then termed a raft.

The wooden anchors were made of oak, shaped somewhat like a grappling iron, with large chain withes passed through the different forks, encircling a stone of such dimensions as was deemed sufficient to answer the purpose and could be handled. This stone was secured within by interweaving other smaller withes about it, and continuing them until they connected with the main cable, also constructed of withes, and it is a matter of history that these primitive anchors answered every purpose to the rafts of those early times, that their more durable and powerful successors subsequently served, in later years.

TIMBER SLIDES.

As the timber became scarce in the region where the trade originated, operators had to resort to the country above the Chaudiere Falls, hence the necessity arose of providing some means of getting the timber safely past this and other similar places on the Ottawa river.

Up to the year 1829, when the first slide was constructed by a son of Philemon Wright, at Hull, the passing of timber over the Chaudiere Falls was attended with considerable labour and occasional loss of life.

At high water the timber was floated down through the Little Chaudiere, on the south side of the Ottawa, to the large bay, known as Nepean bay, at LeBreton's Flat, above the Falls, thence a crib was towed by men with ropes and snubbed around a small eddy, until thrown into the current of water leading to the southern edge of Chaudiere Falls; without this precaution, two-thirds of the timber would have taken the direction of the lost channel passing over the falls into the great cavern, near what is now the location of the Ottawa Electric Power House, from whence it could not be removed until low water, and then only at great extra expense.

Pine cribs passing the falls as above described, were broken up, the detached pieces were caught by a boom extended from the lower end of Victoria island to the main shore on the Quebec side of the river, and the timber rerafted for the Quebec market; cribs of heavy floating timber and staves that could not be secured by the boom, were broken up in the bay above the falls and drawn overland to below the falls to be there rerafted.

When, in low water, this channel was impassible, the cribs were run over the Little Chaudiere, through the Mast channel, falling down with the current, until passing the reef extending from the island (long since removed) above the Kettle, thence, rounding the reef, were made fast to the island, where two men in a birch canoe, could place the crib in the best position to pass through the Big Kettle, the men returning with the canoe for another crib, and so on, until the whole raft was passed. At this pitch of water, it was necessary to boom the Ottawa river from the point at the Hull landing (near the Eddy Company's sulphite mill) to what is now known as Nepean point, where the timber was rerafted.

In Switzerland and Sweden single stick slides had existed for years, but the construction of a slide of sufficient capacity to carry through a crib of timber was reserved for the development of a trade of corresponding magnitude.

The first of those slides was constructed by Ruggles Wright, son of the founder of the trade, in the year 1829, and George Buchanan built another on the south side of the Ottawa, where the government slides now stand, in the year 1832; they were both adapted to pass cribs of 24 feet in width and 40 feet and upwards in length

At the Chats, Mr. Buchanan built the first slide in 1835.

In 1838-9, a slide was built at Portage du Fort, but was destroyed by a freshet and rebuilt in 1841 by Mr. J. Poupore, sr.

Those at Calumet island were built by David Moore, sr., and that at Des Joachim in the same year, 1843.

On the tributaries, the slides were constructed as follows:—

Gatineau boom, by the government, in 1848.

Madawaska, commenced by the lumbermen prior to the Union, and continued by the Madawaska Improvement Company; the slide was rebuilt by the government in 1846-7, at the High Falls.

Coulonge slide, built by the government in 1865.

Black river, by J. Poupore, sr., in 1867.

Petawawa, government, in the years 1857-8.

River Dumoine, by the River Dumoine Boom and Slide Company, in 1851.

The above relates only to the construction of the first works of the kind constructed on these rivers.

Until the year 1841, notwithstanding that steamers had, for many years previously, been plying on the Ottawa, the only means of propulsion used by the lumbermen in getting the timber to market were the currents, the wind and oars, but in 1841, for the first time, a steamer towed rafts from Ottawa to Grenville.

In 1819, the first steamboat was placed on the stretch from Hull to Grenville, by Philemon Wright, but until 1825 there was no steam communication between Grenville and Point Fortune.

In 1833, the first steamer, the *Lady Colborne,* was placed on the route from Aylmer to the Chats; in 1846 came the *Oregon,* plying between the head of the Chats and Portage du Fort, and in 1854 the *Pontiac,* which ran from Pembroke to Des Joachim.

To return to the timber, from Bout de l'Isle, the rafts were towed by tugs, and considerable loss was incurred by the rafts being broken up by storms in Lake St. Peter.

The timber began to reach Ottawa generally in the middle of the month of May and in the '60's the last was not usually down till the middle of September.

In 1883, came another change in the mode of conveying the timber to market, for in this year a raft of timber was shipped by rail from Mackey's station on the Canadian Pacific Railway and another lot from North Bay on the same line; this timber was thus conveyed to Papineauville, 40 miles below Ottawa, and there rafted and taken to Quebec by the old methods.

Nowadays, most of the timber is carried by rail right through to Quebec, no doubt, mainly because the prices (of which more later on) enable the producer to pay the greater cost of this manner of conveyance, and it also results in a great saving of time.

Arrived at Quebec, the timber was put into booms at various points, known as coves, where it was measured, culled and put into shipping order, then shipped and stowed by stevedores, who made a profession of this business. From these and the men employed by them sprang the ship-labourers' union, which has not proved an unmixed blessing for the city of Quebec.

The vessels employed in carrying timber to the old country were barques of six to seven hundred tons register and would usually stow 750 to 960 tons of timber.

The average voyage out and in occupied from eight to twelve weeks.

There are many yet living who can recall how welcome was the news 'the spring fleet' or 'the fall fleet' had arrived, as the case might be, for these vessels usually made two round trips in the season.

In this connection I may be permitted to call attention to the following facts:

In 1805, the number of vessels entering the port of Quebec was 146, having a freight capacity of 26,136 tons.

In 1859, there arrived at the port, 970 vessels whose freight capacity was 510,814 tons, manned by 17,046 men, while those cleared from the same port numbered 1,051 vessels of a carrying capacity of 539,135 tons, and manned by 17,834 men. The gross total to all ports of the province, inland and sea ports, was 17,417 vessels inward and 16,499 outward bound, of a grand total of 8,313,563 tons.

But the ordinary ship was not the only means adopted of transporting the product of our forests to the old country.

In 1824, there was built, in Quebec, a large ship or raft called the *Columbus*, and in 1825, a Mr. Charles Wood constructed another; both were presumably built at the Island of Orleans. Of the first, no particulars are at hand, but the second, called the *Baron Renfrew*, was a ship built up of solid timber, etc., as follows:—

Her dimensions were 304 x 61 x 34 feet, and registered 5,294 tons; main mast 104 feet; topmast 40 feet; top gallant mast 30 feet; rudder post 50 feet x 26 inches; her tiller was a log of oak 32 feet x 16 inches, steered by three wheels with two men to each wheel, she had a crew of 93 men.

Her cargo, or more properly speaking, she was built of 84 masts and bowsprits, 3,207 logs of pine, 423 of oak, 15 of elm, 23 of hickory, 4 of basswood, 3 of butternut, one of birch, 15 of maple, 11 knees, 13,398 deals and planks, 4,502 deal ends, 23,089 pieces of lathwood, 4,788 ash oars, 5,148 pipe staves, 75,765 W.I. staves, 19,511 staves and heading, and 34,582 treenails; total, 9,500 tons.

She sailed from Quebec on the 16th August, 1825, arrived in the Downs 16th October following; was taken in tow by two steamers, but grounded on the Longsands off Margate; two days later she floated and was brought to anchor. I might mention here that her best bower anchor weighed 90 cwt., and her second best bower anchor was 77 cwt.; she had one cable 26 inches in circumference and steam cable of 13 inches; but a storm arose which caused her to drag her anchors seaward and ultimately she went ashore between Gravelines and Calais, and became a total wreck.

In 1859, the value of timber exported was $12,572,759, including costs of all kinds, labour, freight, etc., which was more than half of the whole trade of the province for the year. How inconsiderable was the whole trade of the year 1805, being only $260,000.

It is worthy of mention here that the measure which gave to the lumber trade such legal protection as would enable those engaged in it to invest their means with at least a semblance of government countenance and protection, namely, when in 1823 the first duty on timber was levied in Canada during the administration of Earl Dalhousie; it was at the suggestion of Alexander McDonell of Sand Point, Ont. who was connected with the trade from the year 1817.

A table is appended to this report, No. 15, which shows the quantities of timber exported to the United Kingdom from the year 1845 to the year 1909, both inclusive.

The largest quantity available at Quebec in any one year was in 1851, and it is recalled by an old resident of Ottawa that in this year the late Hon. John Egan had 31 rafts, which, as each raft represented from 75,000 to 100,000 cubic feet, would make his production of that year about 3,000,000 cubic feet, a quantity which seems beyond belief.

In this connection, I am reminded of an anecdote which was current many years ago. Owing to overproduction, times were frequently very bad with the lumbermen; following one of these seasons of depression, two of the more prominent square timber men met and entered into a written compact to take out but a certain limited quantity

during the following season. The next morning, each of them began preparations to double their previously intended output. Needless to say that the penalty provided in the agreement was never demanded by either of the parties thereto.

THE DECLINE OF THE TIMBER TRADE.

The comparison of exports, commencing with the year 1850 up to 1909, illustrates the changed conditions under which the forest supplies are sent to the European markets.

In the earlier part of the last century, the entire export of Quebec pine was in the form of timber in the squared log, hewn with the axe, and floated down to Quebec merchants, who put the timber in shipping order by butting and dressing same at the Quebec shipping coves, disposing of the culls locally for wharf building and other similar purposes. The greater part of the timber so received and shipped was white pine, squared to a sharp edge on the four corners; deals were made for export to other countries, and only reached the English market in the character of stowage deals. The square logs (and later on waney) were converted into planks and boards at the various saw-mills in the great towns in England, and in county yards, pit-sawing was largely in vogue for log conversion. In 1861, waney pine was made for the first time, this wood being left with a wane of from three to six inches on the corners, so avoiding the excessive waste of wood resulting from hewing the timber exactly square. Previous to this, the timber was square and of large average, beautifully hewn by the lumbermen in the woods: but board (waney) pine, that is, short logs of large girth, were sent down the drives with the other timber, and soon found their way into the market. Being cut from the lower part of the tree accounted for the waney character of the logs, but the quality of the timber was excellent. It gradually almost altogether supplanted square pine. To illustrate this point, I beg to submit the following comparison taken from the table herewith:—

Year.	*Square pine.*	*Waney pine.*	*Total.*
1861.....	15,731,000 c. ft.	6,735,000 c. ft.....	22,466,000
1909.....	66,200 c. ft.	699,360 c. ft.....	765,560

While the decline in the quantity of square and waney pine made for the Quebec market, to some extent due to the scarcity of suitable trees to manufacture into timber, it is in a far greater degree attributable to the increase in the deal and board trade. Gradually the produce of the saw mill took the place, for export, of timber in the hewn log. Before leaving this point, I would observe that in the Ottawa region a large proportion of the trees are suitable to make deal logs, but would not be large enough to be made into waney board pine. This is exemplified by the smallness of the square pine that was latterly taken down from Ottawa. In former days square pine was made 70, 80 and even 100 feet cube average; lately, it was with difficulty that 40 feet average cube was procurable in square pine, and the waney board pine is decreasing in girth annually. Formerly, 20 inches and over, average cube, was easily had, as late as 1904, 17 inch average was as large as most manufacturers would undertake to supply, and they frequently fell below this average on delivery at Quebec.

Reverting to the main cause of the decline in the timber trade, large saw mills were operated for many years at Montmorency, the water-power of the falls running the mills. There were also several other saw mills operated by steam and water power adjacent to Quebec or within a short distance of that city. For many of these mills, rafts of round pine logs were brought from the Gatineau and other limits. At Hawkesbury, the Hamilton mills (now owned by the Hawkesbury Lumber Company) and the Gilmour & Co.'s mills at Chelsea, produced large quantities of deals for export, which were rafted down to Quebec, and shipped either wet as 'floated deals' or after being landed and piled as 'dry floated deals.'

Present conditions are entirely different; the trade in hewn timber has gradually diminished, and seems to have almost come to an end, so far as the Ottawa country is concerned. The Montmorency mills have been dismantled long ago, like most of the other mills in the vicinity of Quebec and the Gilmour mills at Chelsea, have been demolished and the practice of floating deals to Quebec has disappeared.

The Hawkesbury mills still exist, but cut principally white pine lumber, that is, boards two inches and under, in thickness, for the United States market; the limited quantity of deals now cut at these mills goes to Montreal by rail or barge for shipment by ocean steamers loading at that port. I should mention that quite a large quantity of deals is manufactured by the larger mills in the Ottawa district, such as those of J. R. Booth, McLachlin Bros., W. C. Edwards & Co., Gilmour & Hughson, The Shepard & Morse Lumber Company, and others.

As deals took the place of timber, so lumber is gradually supplanting deals for export.

The sawn white pine exported is manufactured by Ottawa valley and western mills, and shipped from Montreal as being nearer the point of production.

This change from the manufacture of timber hewed square in the woods to the bringing of it to the mills in the form of round logs, has effected a very important saving of the very best material, formerly left in woods in the form of chips cut in the process of squaring the trees, which were useless for any purpose except that of spreading the vast forest fires that have destroyed many times more timber than ever was cut with the axe.

The change from sailing vessels to steamer for ocean carriage has necessarily affected Quebec as a shipping port for wood goods, as steamers charge no more on freight from Montreal than from Quebec, and as a matter of fact prefer the first named port as being under more favourable condition. Montreal also has the advantage of being nearer most of the mills that now produce pine lumber and deals, as they are generally west of it, and the freight by barge or rail is much less than to Quebec.

Thus the export business in wood has changed from hewn timber made with the axe and floated down to Quebec in rafts, with a limited proportion of deals sawn at Quebec mills or floated to Quebec from Hawkesbury or Chelsea on the Gatineau, to a small export of timber from Quebec, where hewn timber can best be handled on account of the facilities given by the tides and an export of sawn lumber including some deals from Montreal. A considerable proportion of the reduced quantity of timber now shipped comes from the United States, which is the source of all the oak exported, and most of the elm. The supply of oak suitable for export is exhausted in Canada and the supply of elm is rapidly tending in that direction. Another change is that of shipping by steamer instead of by sailing ship. These two factors account for the loss of the squared timber trade by Quebec and Levis, which was inevitable, but some authorities say it was accelerated by the restrictions imposed and the wages exacted by the Quebec ship labourers.

Before leaving this subject, it may be interesting to say a few words about the price the lumberman received at Quebec for his timber. I have no record at hand earlier than of the year 1841. I was once shown by an old lumber merchant, the settlement of account between a Quebec merchant and himself, in which he was credited with a raft of square pine, 70 cubic feet average, at 3d. (5c.) per foot.

Mentioning this to another old lumberman, he said it was perfectly correct, for he recalled that he had told the lady, whom he afterwards married, that he could not afford to marry till timber was worth 4½d. (8c.) a foot. He was married in 1846. In recent years, waney timber 18-inch average has brought as much as 80 cents per cubic foot and square pine 30 to 40 feet average, 40 to 50 cents per foot, a vast advance from the 5c. of 1841 or the 4½d. of 1846.

Doubtless the great prices paid for timber limits, higher timber duties levied by the provincial governments and the growing scarcity of large timber, all account for much of the increase in value to the producer, which is practically six times as much as it was in 1862, in which year it is of record that square timber could not be produced and delivered at Quebec under 7½d. or 12½ cents per foot.

In concluding this imperfect and crude sketch, I wish to acknowledge my indebtedness for most of the facts to papers furnished by Mr. E. H. Wade of Quebec, and Mr. Jas. Harney, acting supervisor of cullers at the same place; also to the very complete history of the timber license system compiled with the aid of Mr. Aubrey White, Assistant Commissioner of Crown Lands, Ontario, to a pamphlet published by the late G. H. Perry, formerly city engineer, Ottawa, and last but not least, to Mr. Coutlee's history of the development of the Ottawa country, to be found in the Georgian Bay Canal Report of 1908.

Respectfully submitted,

E. T. SMITH.

Collector of Public Works Revenue.

ST. MAURICE DISTRICT.

The revenue accrued from this district was $47,332.02, being $12,966.16 more than in 1908-9.

The collections amounted to $36,780.58; $2,414.72 more than 1908-9.

Uncollected of 1909-10: Dues, $10,551.44.

The amount outstanding prior to 1st July, 1892, remains unchanged, viz.: $14,486.49, and should be written off for reasons assigned in Statement No. 6 herewith.

The number of pieces of all kinds of timber that passed through the works was equivalent to 4,917,017 pulp and saw-logs or 1,282,829 pieces more than the previous year.

For the first time since I took charge of this district in 1892, have I failed in collecting all the revenue during the financial year, therefore an explanation seems to be required.

On the 24th of April, 1909, the booms were all set at Three Rivers, the water in the St. Maurice being then very low; sometime afterwards, the booms at different points above were in place. On the 18th May, the water having risen rapidly for some days previously, the boom at St. Jacques des Piles broke and some 400,000 logs swept down the river to the Pointe au Bernard boom just above Shawinigan falls, where, thanks to the precaution and attention of the Boom Master, the logs were all held safely, but logs continued coming into this boom until on the 20th of May there was estimated to be 450,000 logs retained in it, and had not the water commenced to fall on that date, it is difficult to give an opinion as to what the loss to the lumbermen would have been. As far as we could judge, the greater part of these logs belonged to the Laurentide Paper Company of Grande-Mère, and it is in consequence of the loss which they claim inured to them, through their logs passing below Grande-Mère that they refused to pay the accounts I rendered for tolls amounting to $10,551.44, which is the amount above reported outstanding.

I may say here that since the books were closed they have sent me a cheque for $6,841.82, thus placing their loss at $3,709.62.

I venture to express the hope that this matter will be speedily settled.

I am not aware whether the attention of the conservation committee has been called to a subject to which I have referred in my reports annually since the year 1901, namely, the constitution of a park in the country surrounding the chain of lakes known on the St. Maurice as the Manuan waters and the holding back of the

waters by a series of dams; the latter has been initiated by the manufacturers on the St. Maurice, but only in a small way. The scheme such as I have outlined would not cost such an amount as would challenge criticism, and could be installed on such conditions as a public improvement as would yield a revenue sufficient to pay interest and sinking fund, without being a serious charge on the lumbermen and manufacturers who would benefit by its establishment.

NEWCASTLE DISTRICT.

The dues accrued from this district amounted to $1,575.94, being $94.98 more than the previous year, all collected but $10.41, since paid.

The tolls outstanding on 31st March, 1910, amounted to $3,567.30, of which $3,521.19 should be written off in accordance with a judgment in the Exchequer Court; $35.70 will also have to be forgiven, the debtor being a very old man and hopelessly insolvent, the remainder, $10.41, has since been collected.

Full particulars of amount outstanding will be found in Statement No. 7, herewith.

SAGUENAY DISTRICT.

The dues accrued during the year ended 31st March last amounted to $3,088.34, all paid.

The amount outstanding on 31st March, 1909, viz., $5,624.82, all of which is disputed. However, I anticipate an early settlement of this matter, and hope that when it is decided, that in future, as during last season, these charges will be cheerfully and promptly paid.

There are only two parties concerned in this dispute, namely, the Chicoutimi Pulp Company and Joseph Vachon. For details see Statement No. 8.

GRAVING DOCKS.

Esquimalt Graving Dock.

The revenue from this service was $12,576.64, being $8,006.72 less than the previous year. (See statement No. 9). Of the 94 days the dock was occupied during the year it was used for 34 days by H. M. vessels. The total number of vessels docked was 20 of 60,126 tons.

Lévis Graving Dock.

The revenue was $10,476.52 less than for the year 1908-9, being only $18,751.44. (See Statement No. 10).

During the season of navigation the dock was occupied for 166 days by 15 vessels of 27,438 tons.

During the winter of 1909-10, it was occupied by ss. *Arctic*, ss. *Lord Strathcona*, sch. *G.T.D.*, lightships *Princess Shoal* and *Red Island*, dredge *International*, and tug *Storm King*.

While this dock is of a length and width sufficient to accommodate many vessels of the larger class, it is unfortunate that the entrance is so narrow (60 feet). In consequence many dockages that would yield large returns, are lost.

Kingston Graving Dock.

This dock was occupied for 244 days including winter months. The revenue was $14,488.84, the largest in the history of the work; it was thus $3,795 greater than in 1908-9.

Fifty-four vessels of 37,263 tons were docked during the year. (See Statement No. 11 for particulars.)

It having been decided last autumn to rent this dock, tenders were invited and the highest offer being $10,000 per annum, bid by the Kingston Shipbuilding Company, it was leased to them for 21 years from the 1st May, 1910.

This policy will doubtless prove a paying one for the government, for this work, until quite recently, has not paid operating expenses, henceforward these will have to be paid by the company and the rental means $10,000 a year clear profit to the department.

RENTS.

By Order in Council of 27th April, 1909, the collection of the rentals under leases granted by this department, which was previously done by the Inland Revenue Department, was transferred to the Department of Public Works.

Statements Nos. 12 and 13 show in detail the condition on March 31, 1910, of the accounts taken over on March 31, 1909.

Statement No. 14 shows condition of land sales and interest account, also from Inland Revenue Department, which show no change for many years.

Several of the unsettled accounts are of many year's standing, some are under investigation, and others I expect will have to be written off for good and sufficient reasons.

Exclusive of the above mentioned rentals, the revenue from government properties has become an important item, having increased from $24,726.37 in 1908-9, to the respectable sum of $43,115.51 in 1909-10, being $18,389.14 greater in the last mentioned year.

Of this sum $40,191.61 was collected, $618.75 written off, in lieu of repairs or on account of poverty, and $2,305.15 was outstanding at the close of the year. Of the latter item I may say that a considerable amount will be recovered, but just how much I am unable at this writing to estimate; when, however, it is considered that many of the properties upon which almost all outstanding rents have accrued are old and mainly sought for by people who cannot pay large rents, that as the amount uncollected is but about 5 per cent of the whole, the sum is not so very large—nevertheless this branch (the collection of rents) alone is the most troublesome and unsatisfactory part of the duties of this office.

The collections on this account were as follows:—

PROPERTY OR PRIVILEGE RENTED.	*Collected.*
Old post office building, Victoria, B.C.	$ 4,948 00
Sussex street property, Ottawa, Ont.	23,183 67
Examining warehouse site, Montreal, Q.	1,916 00
Portion graving dock premises, Kingston, Ont.	125 00
Part reserve, Victoria Island, Ottawa	2 00
Reserve, east side St. Maurice river	50 00
Postal station site, Montreal	1,087 00
Privilege of erecting towers on Burlington Beach	1 00
Island and water power, Calumet Channel, P.Q.	25 00
Part reserve, Pond Creek	8 00
Part reserve, west side Black River, P.Q.	25 00
Ile Caron, P.Q.	50 00
Part Ile St. Christophe, P.Q.	75 00
Land on Columbia and Begbie streets, Westminster, B.C	100 00
Sand privileges, Burlington Beach canal	100 00
Old Government House, Yale, B.C.	5 00
Privilege water pipe connection, William Head, B.C.	12 00

Examining warehouse site, Vancouver, B.C.	975 00
Kingston, Ont., land on Clarence street	1 00
Privilege of laying tracks on bridge near Edmonton	1 00
Part Carrier-Lainé property, Lévis, Que.	320 00
Barras wharf, Lévis, P.Q.	500 00
Part graving dock premises, Lévis, P.Q.	1 00
Canal feeder, Catherinestown, P.Q.	1 00
Public building site, Seaforth, Ont.	197 40
" " Mount Forest, Ont.	114 22
" " Waterloo, Ont.	93 95
" " Kemptville, Ont.	10 00
" " Tilsonburg, Ont.	69 50
" " Chesley, Ont.	46 25
" " Sudbury, Ont.	184 62
Court House, Regina, Sask.	3,300 00
Sheriff's office, Regina, Sask.	1,764 00
Land Titles office, Prince Albert, Sask.	900 00
Hydraulic rents (formerly Inland Revenue Department)	4,819 00
Minor public works (formerly Inland Revenue Dept.)	128 00
	$ 45,138 61

The following comparative table of Public Works revenue accrued during the year ended March 31, 1910, compared with that of the fiscal year ended March 31, 1909, shows at a glance on what accounts increases and decreases herein reported have occurred:—

—	Year ended March 31, 1910.	Year ended March 31, 1909.	Increase 1910.	Decrease 1910.
Slides and Booms.	$ cts.	$ cts.	$ cts.	$ cts.
Ottawa district	41,643 85	40,390 99	1,252 86	
St. Maurice district	47,332 02	34,365 86	12,966 16	
Newcastle district	1,575 94	1,480 96	94 98	
Saguenay district	3,088 34	1,533 30	1,555 04	
	93,640 15	77,771 11	15,869 04	
Graving Docks.				
Esquimalt, B.C.	12,576 64	20,583 36		8,006 72
Kingston, Ont.	14,488 84	10,693 84	3,795 00	
Levis, Que.	18,751 44	29,227 96		10,476 52
	45,816 92	60,505 16	3,795 00	18,483 24
Net decrease 1910—$14,688,24.				
Rents.				
Hydraulic rents	3,977 00	3,597 00	380 00	
Minor public works	126 00	127 00		1 00
Other public properties	41,931 01	24,114 97	17,816 04	
	46,034 01	27,838 97	18,196 04	1 00

In conclusion I have to acknowledge the uniform courtesy and cheerful assistance accorded me at all times by the officers of the department with whom I have been brought in contact during the year.

I have the honour to be,

Your obedient servant,

EDW. T. SMITH.

Collector of Public Works Revenue.

No. 1.—STATEMENT of Slidage and Boomage from the Ottawa Slides and Works, accrued prior to July 1, 1889, Outstanding March 31, 1910.

By whom due.	Bad and Doubtful Debts.	Chaudiere Boomage in Suspense.	Other Slide and Boom Dues Disputed.	Total Outstanding on Sept. 30, 1902.	Years to which Dues belong.	Remarks.
	$ cts.	$ cts.	$ cts.	$ cts.		
John & Wm. McLean	53 14			53 14	1873	Insolvent.
John Rowan	342 50			342 50	1872-1873	"
Lemieux & Charétte	21 30			21 30	1873	"
Taillon & Lapierre	148 10			148 10	1873-1874	"
Mosgrove & McHarry	261 42			261 42	1873-1874	"
W. C. Wells	600 90			600 90	1873-1874	"
Dufresne & McGarity	528 80			528 80	1874-1875	"
Walton Smith	171 46			171 46	1874-1875	"
A. H. Baldwin	3,507 92			3,507 92	1871 to 1874	"
Hon. James Skead	9,807 65			9,807 65	1861-63-64-69-75 to 1878	"
Batson & Currier	5,558 70			5,558 70	1875 to 1877	"
A. F. A. Knight	546 30			546 30	1878	"
James Walker	11 25			11 25	1877	"
R. Campbell & Son	1,558 50			1,558 50	1879 to 1881	"
James G. Bryson	73 50			73 50	1886	"
Costello Bros	90 62			90 62	1882	"
N. E. Cormier	428 34			428 34	1888	"
James Yuhill	9 29			9 29	1876	Overcharge.
J. & B. Grier	76 84			76 84	1883	"
R. & W. Conroy	95 42			95 42	1882-1883	" reported in return S—38, for March, 1886.
A. P. White	101 00			101 00	1881	"
B. Caldwell & Son	4 33			4 33	1887	"
J. R. Booth		9,871 93	398 88	10,270 81	1881 to 1888	$398.88, counter claim for damages by the breaking of Coulonge boom.
Perley & Pattee		8,889 85		8,889 85	1881 to 1888	
The Bronson & Weston Lumber Co.		8,180 79		8,180 79	1881 to 1888	
Pierce & Co		462 18		462 18	1888	
G. A. Grier & Co		1,066 59		1,060 59	1886-1887	*Chaudiere boomage. These parties claim that they have maintained these works wholly at their own expense since 1881.
Estate late Levi Young		1,461 20		1,461 20	1881 to 1885	
Wm. Mason		413 85		413 85	1881 to 1888	
Gilmour & Co		406 27		406 27	1884	
John Rochester		258 88		258 88	1881 to 1883	
J & G. Bryson			252 20	252 20	1886	Counter claim for damages by the breaking of Coulonge works.
	23,997 28	31,006 54	651 08	55,653 90		

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, June 8, 1910.

EDWARD T. SMITH,
Collector of Slide and Boom Dues.

No. 2.—Statement of Slide and Boom Dues accrued from the Ottawa River Works, since July 1, 1889, outstanding on March 31, 1910.

Name.	Year to which dues belong.	Chaudiere Boomage in suspense.	Cheneaux Boomage.	Ordinary dues.	Total.	Remarks.
		$	$	$	$	
J. R. Booth	1889-90	2,561 69			2,561 69	Chaudiere boomage reported to Council and referred to Treasury Board should be written off.
Bronson & Weston Lumber Co.	1889-90	2,056 96			2,656 96	
Perley & Pattee	1889-90	1,203 26			1,203 26	
Wm. Mason & Sons	1889-90	167 66			167 66	
Pierse & Co.	1889-90	913 48			913 48	
Alex. Fraser, account Thos. Stephens	1890-91			28 42	28 42	Legal action taken to recover this.
J. R. Booth	1892-93			379 80	379 80	Retained by Mr. Booth in settlement of account due him, which the Auditor General refused to pay, as Mr. Booth appeared to be in arrears in this and statement No. 1.
Bryson & Fraser	1896			196 71	196 71	Have counter claim for work done on slide to this amount.
J. R Booth	1903			339 27	339 27	Petewawa slidage disputed.
Hawkesbury Lumber Co.	1903			298 10	298 10	" " "
" "	1907-09		1,644 26		1,644 26	Claim for reduction before the department.
J. R. Booth	1907-09		4,640 80		4,640 80	" " " "
Shepard & Morse Lumber Co.	1907-09		1,012 25		1,012 25	" " " "
Estate late R. Hurdman	1907		62 11		62 11	" " " "
Gilmour & Hughson	1909		39 76		39 76	" " " "
McLachlin Bros.	1909		1,211 04		1,211 04	" " " "
W. C. Edwards & Co.	1901		648 36	6,894 43	7,542 79	" " " "
R. & T. Ritchie	1909		47 89	638 62	686 51	Since settled in full.
J. Harkins	1909			6 50	6 50	Since paid.
H. Creighton	1909			2 35	2 35	" "
S. A. Watt	1909			5 94	5 94	" "
Patrick Seriol	1909			3 63	3 63	" "
Bank of Montreal	1909			8 30	8 30	
" " (Low Lumber Co.)	1908			67 41	67 41	
		$ 6,903 05	$ 9,306 47	$ 8,869 48	$ 25,079 00	

Department of Public Works,
Ottawa, June 8, 1910.

EDW. T. SMITH,
Collector of Slides and Booms Dues.

No. 3.—Statement of Outstanding Slide Dues, Ottawa District, Bonds for which were sent to Quebec for Collection.

Names.	From 1860.	From 1861.	Total.
	$ cts.	$ cts.	$ cts.
Hon. James Skead	245 00	210 00	455 00
James Mair	.....	696 75	696 75
	245 00	906 75	1,151 75

These amounts were uncollected, as the parties claimed damages for loss caused by the Madawaska boom breaking in 1860.

A decision on their claims was not arrived at till August 2, 1869. On the 5th idem, Messrs. Skead and Mair were notified that the department could not recognize their claim.

To the best of my knowledge, this decision was never communicated to the Collector of Slide Dues; consequently, these accounts remained in abeyance.

Since then, both parties died, and I believe both were insolvent at the time of their death.

EDW. T. SMITH,
Collector of Slide and Boom Dues.

Department of Public Works,
Ottawa, June 8, 1910.

No. 4.—Statement of the Number of Pieces of Square Timber, Saw Logs, &c., that passed through the Government Slides and Works on the River Ottawa and tributaries during the fiscal year ended March 31, 1910:—

	Pieces.
Square timber	104
Saw-logs	4,507,687
Boom and dimension timber	39,802
Cedars	76,508
Railroad ties	538,148
Fence posts	74,323
	5,236,572

Also 75,124 cords pulp wood.

The revenue accrued on the above was $41,643.85.

EDW. T. SMITH,
Collector of Public Works Revenue.

Department of Public Works,
Ottawa, 8th June, 1910.

No 5.—STATEMENT showing the Dues Accrued on the Undermentioned Works on the River Ottawa and its tributaries during the fiscal year ended March 31, 1910:—

River or other improvement.	*Amount.*
Main Ottawa	$ 2,527 30
Cheneaux boom	7,417 48
River Petewawa	11,332 91
Madawaska	1,762 57
Coulonge	4,413 19
Dumoine	179 95.
Black River	6,472 47
Gatineau	7,537 98
	$41,643 85

EDW. T. SMITH,
Collector of Public Works Revenue.

Department of Public Works,
Ottawa, 8th June, 1910.

No. 6.—STATEMENT of Slide and Boom Dues from the St. Maurice Slides and Works, outstanding on March 31, 1910.

Name.	Year to which dues belong.	Amount.	Total.	Remarks.
		$ cts.	$ cts.	
George Baptist, Son & Co...	1878	469 95		
" "	1879	2,110 02		
" "	1880	1,696 18	....	Have counter claims for damages to logs caused by the booms not being stretched early enough in the spring of 1878 to prevent the logs going over the chutes. The claims were submitted to special commissioner, Mr. McDougall, afterwards judge, who recommended that the claims of the parties should be allowed.
" "	1881	293 69		
" "	1882	165 80		
" "	1884	118 50		
" "	1888	4 28		
			4,859 02	
Ross, Ritchie & Co..... .	1878	3,072 84		
"	1883	2,173 69		
"	1884	28 96		
"	1886	1 62		
"	1887	4 38		
			5,281 48	
Alex. Baptist.....	1879	2,116 96	2,116 96	
Wm. Ritchie & Co	1888	779 24		
"	1889	332 11		
			1,111 35	Of this amount $754.20 is claimed to be an overcharge—Insolvent.
Ritchie Bros.....	1886	413 43	.....	This amount is composed of overcharges in 1886 and 1887 of $842.73 and overpayment in 1884 of $205.38.
"	1887	634 71		
			1,048 14	
G. B. Hall	1890		49 34	Insolvent.
T. E. Normand	1890		14 28	Claims that this balance is an overcharge.
Trefflé Biron	1891		0 92	Would cost more to collect than it is worth.
			*14,481 49	
The Laurentide Paper Co....	1909		10,551 44	
			25,032 93	

* To make this balance agree with the Public Accounts, there should be deducted $7.93 overcredited Alex. Baptist, and $217.17 added thereto, being $190.40 paid July 23, 1884, and $26.77 overcharged in error to Wm. Little, not in any of the collector's returns, which will give the balance due September 30, 1894, of $14,690.73.

EDWARD T. SMITH,
Collector of Slide and Boom Dues.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, June 8, 1910.

No. 7.—STATEMENT of Slide and Boom Dues accrued from the Newcastle and Trent River Works, outstanding on March 31, 1910.

Name.	Year to which dues belong.	Amounts disputed.	Ordinary Dues.	Total.	Remarks.
		$ cts.	$ cts.	$ cts.	
Irwin & Boyd	1881	59 79		59 79	
Thompson & McArthur	1880	52 78		52 78	
Jabez Thurston	1882	12 50		12 50	Insolvent
McDougall & Ludgate	1879	65 07		65 07	
Bigelow & Trounce	1882 to 1885	216 21		216 21	
R. G. Strickland	1882, '83, '85, '86, '87	215 08		215 08	
Est. late Geo. Hilliard	1877 to 1883 and 1886	354 15		354 15	Dead and estate distributed.
T. G. Hazlett	1881, '82, '84 to '89	885 25		885 25	
J. M. Irwin	1882, '83, '85 to '88	698 45		698 45	According to judgment in the Exchequer Court, *re* Boyd vs. Smith, these cannot be collected.
D. Ullyot	1881 to 1887	547 68		547 68	
Greene & Ellis	1881 to '83, '85, '88 and '89	157 01		157 01	
A. W. Parkin	1884, '85, '88, 90 and '91	65 92		65 92	
The Dickson estate	1883	137 50		137 50	
Alfred McDonald	1888	40 80		40 80	
John Parkin	1889	13 00		13 00	
John Dovey	1894, '95, '96		35 70	35 70	Sent to Department of Justice for collection.
John Carew	1909		10 41	10 41	
		3,521 19	46 11	3,567 30	

EDWARD T. SMITH,
Collector of Public Works Revenue.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, June 8, 1910.

No. 8.—STATEMENT of Slide and Boom accrued from the Saguenay Works, outstanding on March 31, 1910.

Name.	Year to which dues belong.	Amount.	Remarks.
		$ cts.	
La Cié du Pulpe de Chicoutimi	1906, 1907, 1908	5,568 15	Disputed.
Jos. Vachon	1906	56 67	"
		5,624 82	

EDWARD T. SMITH,
Collector of Public Works Revenue.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, June 8, 1910.

THE DRY DOCK AT ESQUIMALT.

No. 9.—Statement of Dues and Other Charges Collected during the Year ended March 31, 1910.

Name of Vessel Docked.	Tonnage.	Period of Dockage.		Dockage Charges.	Other Charges.	Total.
		From.	To.			
		1909.	1909.	$ cts.	$ cts.	$ cts.
D.G.S. 'Lillooet'	591	Mar. 10	Mar. 11	300 00	16 20	316 20
H.M.S. 'Shearwater'	980	Apr. 15...	Apr. 24...	364 61	.....	364 61
S.S. 'Greenwich'	2,938	" 25...	" 28...	598 00	9 00	607 00
S.S. 'Indravelli'	7,005	" 28...	" 30...	581 00	10 20	591 20
S.S. 'Katanga'	3,316	May 11..	May 14...	614 00	2 40	616 40
H.M.S. 'Algerine'	1,100	June 7...	June 11...	257 73	.....	257 73
S.S. 'Georgia'	2,881	" 14...	" 19..	792 00	13 00	805 00
S.S. 'Lonsdale'	3,171	" 29...	July 1....	504 00	5 40	509 40
S.S. 'Puritan'	4,042	Aug. 30 ..	Aug. 31 ..	521 00	1 20	522 20
H.M.S. 'Shearwater'	980	Sept. 24..	Sept. 27..	170 00	.....	170 00
H.M.S. 'Algerine'	1,100	" 27..	" 28..	131 90	.....	131 90
S.S. 'Hercules'	3,789	Oct. 7...	Oct. 11...	632 00	.....	632 00
S.S. 'Georgia'	2,886	" 12...	" 15...	596 00	11 40	607 40
S.S. 'Princess Charlotte'	3,844	Nov. 9...	Nov. 11...	517 00	14 40	531 40
S.S. 'Fitzclarence'	4,034	" 17...	" 21...	763 00	3 00	766 00
Water supplied	.....	.....	.....	.....	3 60	3 60
S.S. 'Princess May'	1,717	Dec. 9...	Dec. 10...	428 75	.....	428 75
S.S. 'Belle of Scotland'	5,007	" 14...	" 16...	541 00	2 40	543 40
		1910.	1910.			
S.S. 'Georgia'	2,781	Jan. 3 ...	Jan. 27...	2,608 00	83 40	2,691 40
Water supplied H. E. Sims	.....	.....	.....	.....	3 50	3 50
H.M.S. 'Egeria'	940	Feb. 10...	Feb. 10...	722 75	.....	722 75
S.S. 'Princess Charlotte'	3,844	Mar. 21 ..	Mar. 23 ..	517 00	37 80	554 80
S.S. 'Restorer'	3,180	Entrance	Fee.	200 00	.....	200 00
	60,126			12,359 74	216 90	12,576 64

EDW. T. SMITH,
Collector of Public Works Revenue.

Department of Public Works,
Ottawa, June 8, 1910.

THE DRY DOCK AT LEVIS, P. Q.

No. 10.—STATEMENT of Dues and Other Charges Collected During the Year ended March 31, 1910.

NAME OF VESSEL DOCKED.	Tonnage.	PERIOD OF DOCKAGE.		Dockage charges.	Other charges.	Total.
		From.	To			
		1908.	1908.	$ cts.	$ cts.	$ cts.
S.S. 'Brockville'		Winter	1908-9	400 00		400 00
S.S. 'Campana'		"	"	800 00		800 00
Barge 'Etna'		Entry	Fee	200 00		200 00
Tug 'Storm King'		Winter	1908-9	400 00	10 20	410 20
Tug 'Monitor'		"	"	400 00	6 37	406 37
Dredge 'Progress'		"	"	400 00		400 00
S.S. 'Lady Evelyn'		"	"	400 00		400 00
		1909.	1909.			
S.S. 'Corinthian'	6,227	May 6	May 11	1,272 70		1,272 70
Barge 'Etna'	369	April 26	" 11	339 85		339 85
S.S. 'Stigstad'	4,633	June 8	June 23	2,397 24	18 50	2,415 74
S.S. 'Lady of Gaspé'	1,189	" 23	" 25	118 90	50 00	168 90
Dredge 'Progress'					251 44	251 44
Tug 'Monitor'					22 68	22 68
S.S. 'Montcalm'	1,432	April 26	May 31	1,832 12	50 00	1,882 12
S.S. 'Champlain'	522	May 31	June 7	482 70		482 70
S.S. 'Berthier'	934	July 6	July 22	1,047 20		1,047 20
Powers and Dusseault					1 06	1 06
S.S. 'Aranmore'	1,170	Aug. 16	Aug. 25	876 50		876 50
S.S. 'Turret Bell'	2,211	" 26	" 28	271 10		271 10
Str. 'Rapids Queen'		Entry	Fee	200 00		200 00
S.S. 'George Town'		"	"	200 00		200 00
Dredge 'Galveston'	1,271	July 26	Aug. 5	864 76		864 76
S.S. 'George Town'	1,358	Oct. 1	Oct. 15	883 32	4 00	887 32
S.S. 'Lady Grey'	733	July 21	July 26	200 00		200 00
S.S. 'Rapids Queen'	944	Oct. 14	Nov. 12	1,668 80		1,668 80
S.S. 'Odland'	1,244	Nov. 13	" 23	925 80		925 80
S.S. 'Ocland'	3,201	" 13	" 23	1,556 20		1,556 20
		1910.	1910.			
S.S. 'Rapids King'	Entry	Fee		200 00		200 00
	27,438			18,337 19	414 25	18,751 44

EDW. T. SMITH,
Collector of Public Works Revenue.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, June 8, 1910.

SESSIONAL PAPER No. 19

THE DRY DOCK AT KINGSTON, ONTARIO.

No. 11.—STATEMENT of Dues and other Charges collected during the Year ending March 31, 1910.

Name of Vessel Docked.	Tonnage.	Period of Dockage. From		To		Dockage Charges.	Other Charges.	Total.
		1909.		1909.		$ cts.	$ cts	$ cts.
Str. Parthia	198	April	8	April	12	89 60		89 60
" Islander	119	"	13	"	14	33 80		33 80
Bge. Dunmore	590	"	15	"	16	129 65	3 00	132 65
" Selkirk	719	"	19	"	20	121 90		121 90
Str. Donnelly	319	"	20	"	27	175 45	21 00	196 45
Bge. Aye Ready and two scows	300	"	28	May	14	354 00	31 00	385 00
Str. Turbinia	1,064	May	15	"	16	156 40		156 10
Govt. Scow, Massena 3	180	"	17	"	24	156 00		156 00
Str. Macassa	529	"	25	"	26	121 42	5 00	126 42
" Mojeska	678	"	27	"	28	141 53	5 00	146 53
" Caspian	957	"	31	June	3	279 68	10 50	290 18
" St. Lawrence	312	June	3	"	4	62 40		62 40
" Windsor	1,962	"	5	"	6	246 20	3 00	249 20
" Corona	1,274	"	7	"	8	221 99	10 50	232 49
" Speedy	233	"	9	"	12	96 60		96 60
Yacht Corona	304	"	15	"	18	114 00	10 50	124 50
" St. Louis	50	"	15	"	16	20 00		20 00
Str. Waddington	1,603	"	28	"	28	210 30	10 50	220 80
Tug H. F. Bronson	137	"	29	"	30	27 40	5 00	32 40
Two Hopper Scows	160	July	3	July	3	32 00		32 00
Str. Waddington	1,603	"	5	"	9	546 93	10 00	556 93
" Cardinal	237	"	9	"	9	47 40	5 00	52 40
" St. Joseph	301	"	12	"	13	71 44	10 50	81 94
Tug Mary R. Hall	104	Aug.	16	Aug.	17	20 80		20 80
" Francis, W. C.	38	"	18	"	19	20 00		20 00
Str. Advance 1031, Cargo 165	1,196	"	19	"	21	253 32		253 32
Bge. Winnipeg	681	"	23	"	25	189 61	3 00	192 61
" Nadine	484	"	26	"	27	96 80		96 80
" Thrush	584	"	27	"	31	210 60	6 00	216 60
Str. Blue Bell	752	"	31	Sept.	1	125 20		125 20
Bge. Condor	567	Sept.	2	"	3	106 70		106 70
S.S. Ontario No. 1	5,146	"	8	"	18	3,806 58	32 75	3,839 33
		1908.		1908.				
S.S. Ontario No. 1		July	19	July	22	594 27		594 27
		1909.		1909.				
Str. Sowards	191	Sept.	20	Sept.	24	108 20		108 20
" John Rolph	421	"	24	"	25	84 20		84 20
Bge. Kildonan	499	"	27	"	28	99 80		99 80
" Selkirk	719	"	29	Oct.	1	172 23		172 23
" Ceylon	908	Oct.	1	"	2	172 58	3 00	175 58
Str. Saginaw	357	"	4	"	7	121 38	5 00	126 38
Tug Florence	113	"	7	"	9	42 60	5 00	47 60
Bge. St. Louis	599	"	11	"	12	130 87		130 87
Str. Bothnia	833	"	13	"	14	133 30		133 30
Bge. Huron	475	"	23	"	23	95 00		95 00
Str. Donnelly	319	"	26	"	27	63 80	10 50	74 30
" Bayfield	276	Nov.	4	Nov.	6	75 20		75 20
" Simla	1,490	"	6	"	8	355 45		355 45
" Saginaw	357	"	10	"	12	108 89		108 89
Tug H. F. Bronson	137	"	13	"	13	27 40		27 40
S.S. Keyport	1,721	"	17	"	26	1,185 86	55 00	1,240 86
S.S. Keywest	1,725	"	26	"	28	343 25	10 50	353 75
Str. Belleville	1,233	"	29	Dec.	6	648 01	5 00	653 01
Gov. Steel Scow	125	Dec.	7	"	17	195 00	10 50	205 50
Str. Advance	1,031	"	17	"	18	153 10		153 10
		1909.		1910.				
Tug Trudeau, two scows and dredge Sir Richard	350	Dec.	21	Mar.	29	980 00	26 00	1,006 00
	37,263					14,176 09	312 75	14,488 84

EDW. T. SMITH,
Collector of Public Works Revenue.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, June 8, 1910.

No. 12.—Hydraulic and other Rents, &c, Lessees' Accounts

Dr.

Balance due April 1, 1909.	Rents Accrued up to March 31, 1910.	Total.	Location.	Occupant.
$ cts.	$ cts.	$ cts.		
	200 00	200 00	Ottawa River	Royal Trust Co
	100 00	100 00	"	"
	300 00	300 00	"	"
50 00	100 00	150 00	"	"
50 00	100 00	150 00	"	"
150 00	300 00	450 00	"	"
200 00	400 00	600 00	"	"
	300 00	300 00	"	"
	100 00	100 00	"	Ottawa Investment Co
	600 00	600 00	"	The Ottawa Power Co
200 00	200 00	400 00	"	Royal Trust Co
	520 00	520 00	"	"
	10 00	10 00	"	"
160 00	100 00	200 00	"	"
	96 00	96 00	"	"
112 00	8 00	120 00	"	Mary Conroy
570 84		570 84	"	Royal Trust Co
25 00	25 00	50 00	"	"
200 00		200 00	"	Merchants Bank of Canada
96 60		96 00	"	"
	1 00	1 00	"	Ottawa Investment Co
380 00		380 00	"	John Rankin
	150 00	150 00	"	J. R. Booth
85 00		85 00	"	Colin Dewar
	50 00	50 00	"	Royal Trust Co
	1 00	1 00	"	Alfred Desjardin
	100 00	100 00	"	Royal Trust Co
10 00	10 00	20 00	"	"
	1 00	1 00	St. Lawrence	Quebec Harbour Commissioners
275 00		275 00	"	Richelieu and Ontario Navigation Co
	1 00	1 00	Quebec	Corporation of Quebec
1 00	1 00	2 00	"	Narcisse Blais
	1 00	1 00	Rondeau Harbour	School Trustees
2 00	1 00	3 00	Collingwood	Great Northern Transit Co
5 00	1 00	6 00	Ottawa	E. G. Laverdure
	1 00	1 00	Three Rivers	Corporation of Three Rivers
	100 00	100 00	"	Union Bag and Paper Co
165 00		165 00	British Columbia	A. Peel
90 00		90 00	"	Jonathan Maury
25 00	25 00	50 00	"	Roderick Finlayson
75 00	25 00	100 00	"	Joseph Spratt
	1 00	1 00	"	Bank British Columbia
4 00		4 00	"	W. Dodd
	12 00	12 00	"	D. W. Gordon
5 00		5 00	"	S. Williams
	5 00	5 00	"	George A. Huff
70 00		70 00	River du Lievre	Dominion Phosphate Co
1 00		1 00	Charlottetown	Rt. Rev. Bishop McIntyre
	16 00	16 00	Antigonish, N.S.	R. C. Archibald
	1 00	1 00	Owen Sound	G. T. Railway
240 00		240 00	Windsor	Archie McNee
	5 00	5 00	Bayfield, N.S.	Chas. L. Gass
	1 00	1 00	"	"
10 00		10 00	Village of Brook	Wm. Pedwell
1 00	1 00	2 00	Walkerton, Ont.	D. Robertson and J. Rowland
	1 00	1 00	British Columbia	Canadian Pacific Ry. Co
	5 00	5 00	County Grey, Ont.	Jacob Duke Speirs, estate
	1 00	1 00	Levis, Que.	Cyril Robitaille
3,197 84	3,977 00	7,174 84		

Department of Public Works,
Ottawa, June 8, 1910.

for the Year ending March 31, 1910.

Cr.

Description of Property.	Date to which Account is made up.	Paid during the year.	Balance due on March 31, 1910.	Total.
		$ cts.	$ cts.	$ cts.
Lot B and C, Chaudiere st. service ground	Dec. 31, '09	200 00		200 00
Lot D	" "	100 00		100 00
Lots H, I and J, grist mill, North Head st	" "	300 00		300 00
Lot K, fanning mill, South Head st	" "	150 00		150 00
Lot L, service ground	" "	150 00		150 00
Lots, Q, R and T, service ground, North Middle st	" "	450 00		450 00
Lots, M, N, O and P, service ground, (no water used)	" "	600 00		600 00
Lots E, F and G, South Head st	" "	300 00		300 00
Lot S, service ground	" "	100 00		100 00
Lots U, V, W, X, Y and Z, service ground	" "	600 00		600 00
Two strips of land	June 30, '10	400 00		400 00
Portion government reserve, head of slide	Sept. 20, '10	520 00		520 00
Bridge over slide	June 30, '10	10 00		10 00
Strip of land Amelia island	Jan. 1, '11	100 00	100 00	200 00
Reserve head of Chaudiere island	" 1, '11	96 00		96 00
Small island in Deschene rapids	" 1, '10		120 00	120 00
Portion lot 39, con. A, Nepean	" 31, '84		570 84	570 84
Excavated channel, slide and 2 dams, Little Chaudiere	Mar. 1, '11	50 00		50 00
Water lot, opposite lot 30, con. A, Nepean	Dec. 1, '91		200 00	200 00
Three small islands, Ottawa river	Apr. 30, '91		96 00	96 00
Covering over portion of Ottawa slides	Nov. 9, '10	1 00		1 00
East portion of Hawley's Island	June 20, '91		380 00	380 00
Piece of land s.w. end Union bridge	May 12, '10	150 00		150 00
Piece of land, Victoria island	June 15, '09	85 00		85 00
Land south side Middle st., Victoria island	Aug. 31, '10	50 00		50 00
Land, Longue Pointe Rouge, Templeton, Co., Ottawa	Oct. 4, '10		1 00	1 00
Southwest of lot No. 1, Amelia island	" 9, '09	100 00		100 00
Lot Pa, South Head street	Jan. 10, '11	20 00		20 00
Lot near Custom House, Quebec	Sept. 1, '10	1 00		1 00
Roadway from pier at Coteau Landing	July 1, '09		275 00	275 00
Old provincial government building and grounds	June 24, '10	1 00		1 00
Privilege to erect bridge on St. Charles river	Feb. 6, '11	1 00	1 00	2 00
Log building former Custom House, Shrewsbury, Ont	Sept. 11, '09	1 00		1 00
Use of breakwater to store coal	Jan. 1, '11	3 00		3 00
South east half lot 8, Ottawa	Dec. 18, '09		6 00	6 00
Land, Ile St. Christophe, river St. Maurice	" 1, '10	1 00		1 00
" " " "	June 30, '09	100 00		100 00
Portion of Assay office, New Westminster	" 30, '89		165 00	165 00
" " " "	" 30, '89		90 00	90 00
Permit for 2 bulkheads, Victoria harbour	" 1, '10	25 00	25 00	50 00
Privilege to build wharf on lots A. and C	" 1, '10	100 00		100 00
Right to drain through government property, Nanaimo	Dec. 1, '10	1 00		1 00
Old government house, Yale	July 24, '08		4 00	4 00
Beach lots, A, C, E, F, F't of 7, 8, 9, Nanaimo harbour	Aug. 28, '10	12 00		12 00
Frontage lot 7, block M. Victoria	July 16, '04		5 00	5 00
Permit to build wharf, lot A, block 2, Sumas river	Aug. 12, '10	5 00		5 00
Permit for a landing at Little Rapids R. du Lievre	April 30, '98		70 00	70 00
Leave to drain to main service public building	May 16, '02		1 00	1 00
Tract of land and water lot McNair's cove	Dec. 31, '10	16 00		16 00
Lot of land west side Sydenham river	" 31, '10	1 00		1 00
Lot on Ouellete street, Windsor, Ont	April 30, '00		240 00	240 00
Water lot	Oct. 8, '10		5 00	5 00
"	June 8, '10		1 00	1 00
"	Mar. 31, '10	10 00		10 00
Right of way over strip of land	Apr. 27, '10	2 00		2 00
Portion of Custom House lot, New Westminster	" 19, '10	1 00		1 00
Water lot	" 8, '10	5 00		5 00
Ground rent	" 4, '10	1 00		1 00
		4,819 00	2,355 84	7,174 84

EDW. T. SMITH,
Collector of Public Works Revenue.

DR. No. 14.—HYDRAULIC and other Rents, &c.—

Balances due on April, 1908.	Totals.	Number.	Location.	Name of Proprietors.
$ cts.	$ cts.			LAND SALES—PRINCIPAL ACCOUNT.
12,092 83	12,092 83	1	Hamilton and Port Dover Road..	Choat & Kern
433 34	433 34	2	Bonner's property, Quebec.	Timothy Sullivan, now M. Murphy..
333 34	333 34	3		John Bailey, now Alex. Powell
300 00	300 00	4		Abraham Thompson
147 80	147 80	5		John Boomer
248 40	248 40	6		John Garbatz, now J. C. Nolan
154 80	154 80	7		N. H. Bowen
600 00	600 00	8		Estate Robert Reid.
533 33	333 33	9		John Chevalier
533 33	533 33	10		Daniel Holden
333 33	333 33	11		George Creeley
63 00	63 00	12		Thomas McAdam
15,573 50	15,573 50			
				LAND SALES—INTEREST ACCOUNT.
6,298 25	6,298 25	1	Hamilton and Port Dover Road..	Choat & Kern (matured)
558 00	558 00	2	Bonner's property, Quebec.	Timothy Sullivan, now M. Murphy..
120 00	120 00	3		John Bailey, now Alex. Powell
306 00	306 00	4		Abraham Thompson
155 22	155 22	5		John Boomer.
275 82	275 82	6		John Garbatz, now J. C. Nolan.
208 95	208 95	7		N. H. Bowen
828 00	828 00	8		Estate Robert Reid.
190 00	190 00	9		John Chevalier
298 68	298 68	10		Daniel Holden
35 91	35 91	11		George Creeley
100 00	100 00	12		Thomas McAdam
100 00	100 00	13		Joseph Brook, tenant
9,474 83	9,474 83			

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, June 8, 1910.

SESSIONAL PAPER No. 19

—Lessees' Accounts, 1908-1909—*Concluded.* Cr.

Description of Property.	Number.	Date to which the account is made up.	Balances transferred to Public Works Department by O.C. of April 27, 1909.	Totals.
			$ cts.	$ cts.
Hamilton and Port Dover and Caledonia Bridge	1		12,092 83	12,092 83
Lot No. 1, Wolfe Street	2		433 34	433 34
" 9 "	3		333 34	333 34
" 49 "	4		300 00	300 00
" 73 and 74, Tower Street	5		147 80	147 80
" 64, Wolfe Street, and 211 and 252 Ware Street	6		248 40	248 40
" 67 and 68, Monument Street	7		154 80	154 80
" 22 and 23, Wolfe Street	8		600 00	600 00
" 32, Wolfe Street	9		333 33	333 33
" 65 and 66, Wolfe Street	10		533 33	533 33
" 31, Wolfe Street	11		333 33	333 33
" 135, Church Street	12		63 00	63 00
			15,573 50	15,573 50
	1	June 30, 1874	6,298 25	6,298 25
Lot No. 1, Wolfe Street	2	May 1, 1889	558 00	558 00
" 9, "	3	"	120 00	120 00
" 49, "	4	"	306 00	306 00
" 73 and 74, Tower Street	5	"	155 22	155 22
" 64, Wolfe Street, and 211 and 252 Ware Street	6	"	275 82	275 82
" 67 and 68, Monument Street	7	"	208 95	208 95
" 22 and 23, Wolfe Street	8	"	828 00	828 00
" 32, Wolfe Street	9	Nov. 1, 1863	190 00	190 00
" 65 and 66, Wolfe Street	10	"	298 68	298 68
" 31, Wolfe Street	11	"	35 91	35 91
" 135, Church Street	12	"	100 00	100 00
Monument Hotel	13	"	100 00	100 00
			9,474 83	9,474 83

EDW. T. SMITH,
Collector of Public Works Revenue.

No. 13.—Rents, &c, from Minor Public Works.

DR. CR.

Balance due on April 1, 1909.	Accrued during the year ended March 31, 1910.	Total.	Occupant.	Description of Property.	Paid during the year ended March 31, 1910.	Balance due on March 31, 1910.	Total.
$ cts.	$ cts.	$ cts.			$ cts.	$ cts.	$ cts.
2,600 62	.....	2,600 62	R. Murdy	Dunnville bridge	.....	2,600 62	2,600 62
8,000 00	.....	8,000 00	Corporation Galt and Dundas	Dundas and Waterloo road	.....	8,000 00	8,000 00
2 00	1 00	3 00	North American Telegraph Co.	Government telegraph line between Bath and Amherst	3 00	.....	3 00
.....	25 00	25 00	Grand Trunk Railway Co.	Wiarton docks	25 00	.....	25 00
43 75	.....	43 75	.....	Part of building, Portland, N.B.	.....	43 75	43 75
.....	100 00	100 00	Alem Jos. Greene	Building, Ouellette avenue, Windsor, Ont.	100 00	.....	100 00
10,646 37	126 00	10,772 37			128 00	10,644 37	10,772 37

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, June 8, 1910.

EDW. T. SMITH,
Collector of Public Works Revenue.

No. 15.—QUEBEC WHITE PINE IN CUBIC FEET, 1845 TO 1909.

Year.	Supply.			Export.	Stocks.		
	Square.	Waney.	Total.	Square and Waney.	Square.	Waney.	Total.
1845	24,223,000		24,223,000				
1846	24,242,689		24,242,689				
1847	19,060,880		19,060,880				
1848	17,402,360		17,402,360				
1849	18,581,560		18,581,560				
1850	14,398,000		14,398,000	13,040,000	5,046,000		5,046,000
1851	15,418,000		15,418,000	15,941,000	2,366,000		2,366,000
1852	27,631,000		27,631,000	15,691,000	12,711,000		12,711,000
1853	17,487,000		17,487,000	17,399,000	9,846,000		9,846,000
1854	19,648,000		19,648,000	19,612,000	7,537,000		7,537,000
1855	13,575,000		13,575,000	10,843,000	9,513,000		9,513,000
1856	18,000,000		18,000,000	13,993,000	11,776,000		11,776,000
1857	19,618,000		19,618,000	19,246,000	11,259,000		11,259,000
1858	14,328,000		14,328,000	13,388,000	11,290,000		11,290,000
1859	16,531,000		16,531,000	14,822,000	12,284,000		12,284,000
1860	18,564,000		18,564,000	18,258,000	11,390,000		11,390,000
1861	15,731,000	6,735,000	22,466,000	19,448,000	7,971,000	6,347,000	14,318,000
1862	21,628,000	748,000	22,376,000	15,493,000	15,355,000	3,950,000	19,305,000
1863	21,617,000	186,000	21,803,000	23,147,000	13,998,000	1,224,000	15,222,000
1864	23,737,000	735,000	24,472,000	20,032,000	17,600,000	331,000	17,931,000
1865	17,620,000	1,247,000	18,867,000	19,008,000	12,427,000	348,000	12,775,000
1866	14,386,000	2,245,000	16,631,000	15,541,000	10,875,000	763,000	11,638,000
1867	16,740,000	2,799,000	19,539,000	14,774,000	13,001,000	1,905,000	14,906,000
1868	10,029,000	2,158,000	12,187,000	15,279,000	7,648,000	1,715,000	9,363,000
1869	14,055,000	1,973,000	16,028,000	14,673,000	9,263,000	1,607,000	10,870,000
1870	12,616,000	1,504,000	14,120,000	14,142,000	8,877,000	620,000	9,479,000
1871	17,367,000	3,418,000	20,785,000	14,673,000	14,001,000	1,739,000	15,740,000
1872	11,151,000	4,450,000	15,601,000	15,515,000	11,065,000	3,618,000	14,683,000
1873	10,443,000	3,966,000	14,409,000	10,580,000	12,794,000	4,655,000	17,450,000
1874	7,364,000	1,829,000	9,193,000	13,514,000	8,211,000	4,053,000	12,264,000
1875	9,246,000	1,644,000	10,890,000	10,099,000	8,716,000	2,684,000	11,400,000
1876	15,994,000	3,249,000	19,243,000	13,883,000	12,167,000	2,562,009	14,669,000
1877	14,850,000	3,630,000	18,480,000	14,898,000	13,804,000	2,634,000	16,438,000
1878	7,917,000	1,847,000	9,764,000	8,194,000	15,114,000	3,180,000	18,294,000
1879	2,511,600	1,600,000	4,111,000	5,300,000	12,140,000	2,218,000	14,358,000
1880	4,244,000	2,236,000	6,480,000	11,553,000	6,197,000	797,000	6,994,000
1881	6,029,000	3,065,000	9,094,000	9,102,000	4,526,000	1,520,000	6,046,000
1882	8,053,000	3,127,000	11,180,000	7,912,000	6,532,000	3,355,000	9,887,000
1883	7,412,000	3,787,000	11,190,000	10,427,000	7,781,000	2,759,000	10,540,000
1884	3,707,000	2,200,000	5,907,000	6,048,000	7,502,000	2,399,000	9,901,000
1885	2,802,000	2,877,000	5,697,000	6,758,000	6,651,000	2,588,000	9,239,000
1886	3,033,000	3,077,000	6,110,000	4,526,000	6,573,000	3,267,000	9,840,000
1887	1,169,000	2,060,000	3,229,000	5,127,000	4,295,000	2,450,000	6,745,000
1888	1,791,000	2,029,000	3,820,000	6,020,000	2,580,000	1,227,000	3,807,000
1889	4,224,000	3,771,000	7,995,000	6,873,000	3,147,000	1,914,000	5,061,000
1890	5,083,000	3,695,000	8,778,000	5,498,000	4,800,000	3,528,000	8,328,000
1891	1,072,000	1,731,000	2,803,000	4,715,000	2,944,000	2,049,000	4,993,000
1892	2,380,000	2,740,000	5,120,000	5,300,000	2,835,000	1,618,000	4,453,000
1893	1,121,000	3,117,000	4,238,000	4,092,000	2,134,000	1,628,000	3,762,000
1894	838,000	2,289,000	3,127,000	3,469,000	1,657,000	1,611,000	3,268,000
1895	274,000	3,086,000	3,360,000	2,838,000	1,091,000	2,255,000	3,346,000
1896	316,000	2,871,000	3,187,000	4,252,000	537,000	1,474,000	2,011,000
1897	833,000	4,311,000	5,144,000	5,773,000	483,000	2,288,000	2,771,000
1898	1,062,000	1,903,000	2,965,000	3,015,000	1,354,000	2,452,000	3,806,000
1899	592,000	1,793,000	2,385,000	3,085,000	1,148,000	1,014,000	2,162,000
1900	571,000	1,505,000	2,076,000	2,755,000	805,000	506,000	1,301,000
1901	585,000	1,447,000	2,032,000	2,317,000	590,000	361,000	951,000
1902	384,000	1,830,000	2,214,000	2,445,000	396,000	261,000	657,000
1903	420,000	1,865,000	2,285,000	2,182,000	413,000	406,000	819,000
1904	240,000	2,256,000	2,496,000	1,492,000	347,000	1,269,000	1,616,000
1905	137,000	1,211,000	1,348,000	1,477,000	289,000	1,174,000	1,463,000
1906	76,720	676,600	753,320	1,857,600	81,375	267,356	348,731
1907	136,200	1,159,960	1,296,160	1,311,252	67,666	267,913	335,579
1908	132,560	1,060,880	1,193,440	1,098,779	50,776	372,681	423,457
1909	66,200	699,360	765,560				

Department of Public Works,
Ottawa, June 8, 1910.

EDW. T. SMITH,
Collector of Public Works Revenue.

PART VII

MISCELLANEOUS

CONTRACTS LET BY THIS DEPARTMENT.

PROPERTY PURCHASED OR SOLD.

PROPERTY, LEASED TO OR BY THE DEPARTMENT.

CURATOR'S REPORT, NATIONAL ART GALLERY.

NAMES OF CHIEF OFFICERS OF THE DEPARTMENT.

NAMES OF OFFICIALS EMPLOYED ON SLIDES AND BOOMS.

NAMES OF PERSONS EMPLOYED ON GRAVING DOCKS.

NAMES OF ENGINEERS, FIREMEN AND CARETAKERS OF PUBLIC BUILDINGS.

AND THE OFFICIAL CORRESPONDENCE OF THE DEPARTMENT.

FOR THE

FISCAL YEAR ENDED MARCH 31, 1910

DEPARTMENT OF PUBLIC WORKS OF CANADA,

OTTAWA, July 29, 1910.

SIR.—I have the honour to transmit the following statements concerning the transactions of the department during the last fiscal year, with respect to contracts and property, and which are required for insertion in the annual report, 1909-10, viz:—

No. 1. Statement of contracts let by this department during the fiscal year ended March 31, past.

No. 2. Statement of property purchased and sold by the department during the same period.

No. 3. Statement of property leased to and by the said department during the same period; and

No. 4. A list of some of the Public Acts of the Parliament of Canada, passed at the last session, and orders in council having reference to the department.

I have the honour to be, sir,
Your obedient servant,

J. A. CHASSE,
Law Clerk.

R. C. DESROCHERS, ESQ.,
Assistant Secretary of the Department of Public Works,
Ottawa, Ont.

STATEMENT

SHOWING

1st.—CONTRACTS LET BY THE DEPARTMENT OF PUBLIC WORKS OF CANADA, FROM APRIL 1, 1909, TO MARCH 31, 1910.

2nd.—PROPERTY PURCHASED OR SOLD BY THE DEPARTMENT OF PUBLIC WORKS DURING THE FISCAL YEAR ENDED MARCH 31, 1910.

3rd.—PROPERTY LEASED TO AND BY THE DEPARTMENT OF PUBLIC WORKS DURING THE FISCAL YEAR ENDED MARCH 31, 1910.

No. 1.—CONTRACTS let by the Department of Public Works of Canada, from April 1, 1909, to March 31, 1910.

Works.	Names of Contractors.	Date of Contract.	Amount.
PUBLIC BUILDINGS.			$ cts.
Nova Scotia.			
Amherst, Post Office. Supply of coal	Alex. A. Jones	Aug. 2, 1909	280 99
Annapolis " "	A. M. King	" 2, 1909	11 88
Antigonish " "	James Kenna	" 16, 1909	166 00
Arichat " "	Isidore LeBlanc, Terrio & Co	" 19, 1909	181 25
Baddeck " "	McKay, MacAskill & Co	" 4, 1909	192 25
Bridgewater " "	The Intercolonial Coal Mining Co., Ltd	" 3, 1909	
" Public Building. Interior fittings	E. P. McGrath & Co	April 30, 1909	1,342 00
Dartmouth, Post Office. Supply of coal	The Acadia Coal Co., Ltd.	Aug. 2, 1909	91 12
Digby " "	Wm. Ed. Van Blarcom	" 3, 1909	201 08
Glace Bay, Public Building. Granolithic driveway	R. S. Low	June 30, 1909	Per sq. ft. 0 27
Glace Bay, Public Building. Interior fittings	Chappell Bros. & Co., Ltd.	July 27, 1909	3,050 00
Halifax, Post Office. Vault door, vestibules, &c.	J. & J. Taylor	" 24, 1909	5,990 00
" " Elevators	Otis Fensom Elevator Co., Ltd	Sept. 1, 1909	7,980 00
" Custom House. Dolomont floor	Montreal Dolomont Co., Ltd	" 4, 1909	574 20
" Public Building. Heating apparatus	G. A. Wootten & Co	Oct. 6, 1909	4,863 00
" Detention Hospital. Supply of coal	The Intercolonial Coal Mining Co., Ltd	Aug. 3, 1909	420 36
" New Custom House. "	S. Cunard & Co	" 7, 1909	577 32
" Asst. Rec. Gen'l's. Office "	"	" 7, 1909	31 52
" " " "	Wm. Roche	" 3, 1909	37 50
" Immigration Building "	S. Cunard & Co	" 7, 1909	524 26
" Examining Warehouse "	"	" 7, 1909	197 00
Inverness, Post Office "	The Inverness Railway & Coal Co	" 9, 1909	152 10
Kentville " "	P. E. Lloyd	" 16, 1909	227 50
Liverpool " "	F. W. Hatt	" 6, 1909	134 40
Lunenburg " "	John B. Young	" 2, 1909	197 75
New Glasgow " "	The Acadia Coal Co., Ltd.	" 2, 1909	246 81
North Sydney " "	The MacKay Mining Co., Ltd	" 6, 1909	245 00
Pictou " "	The Intercolonial Coal Mining Co., Ltd	" 3, 1909	197 19
" Custom House "	The Intercolonial Coal Mining Co., Ltd	" 3, 1909	225 12
Shelburne, Post Office "	Jas. McGill	" 3, 1909	142 22
" " Interior fittings	E. P. McGrath & Co	April 30, 1909	1,225 00
" Public Building. Concreting, sod'ng, &c	Hoods & Brooks	Sept. 28, 1909	Sched.
" " Supply of electric current	Municipality of Shelburne.	Nov. 18, 1909	Per light p. ann. 3 00
Springhill, Post Office. Supply of coal	The Cumberland Ry. & Coal Co., Ltd	Oct. 2, 1909	75 27
Sydney " "	Fred. Routledge	Aug. 7, 1909	243 88
Truro " "	The Acadia Coal Co., Ltd	" 2, 1909	282 50
Westville " "	The Intercolonial Coal Mining Co., Ltd	" 3, 1909	108 54
" " Supply of water	The Town of Westville	May 7, 1909	Per an. 21 00
Windsor " Supply of coal	Fred. W. Dimock	Aug. 16, 1909	272 92
Yarmouth " "	Killam Bros	" 4, 1909	330 00
" Public Building. Fire escape	Capital Scale, Brass & Iron Foundry Co	July 20, 1909	278 00
" " Elect. light, wiring and fittings	Robert Anderson	May 10, 1909	697 00

No. 1.—CONTRACTS let by the Department of Public Works of Canada, &c.—*Continued.*

Works.	Names of Contractors.	Date of Contract.	Amount.
PUBLIC BUILDINGS—*Continued.*			$ cts.
Prince Edward Island.			
Charlottetown, Post Office. Alterations to interior fittings	H. & S. Lowe	April 27, 1909	975 00
Charlottetown, Dom. Building. Supply of coal	Pickard & Company	Aug. 3, 1909	806 88
Georgetown, Post Office "	W. W. Jenkins, Sons & Co	" 5, 1909	93 90
" Public Building Heating apparatus	Stanley Shaw & Reardon	July 10, 1909	340 00
Georgetown, Post Office. Fittings	The Berlin Interior & Hardwood Co., Ltd	Sept. 16, 1909	790 00
" Custom House. Fittings	Bernard Creamer	Oct. 28, 1909	400 00
Montague, Public Building. Supply of coal	Poole & Thompson	Aug. 6, 1909.	181 99
Souris, Post Office "	C. Lyons & Co	" 3, 1909	244 20
Summerside, Post Office "	Joseph Read & Co	" 5, 1909	421 09
New Brunswick.			
Bathurst, Public Building. Supply of coal	B. M. Lannigan	" 7, 1909	268 30
Campbellton, Post Office "	F. S. Blair & Co	" 4, 1909	442 52
Chatham " "	The Intercolonial Coal Mining Co., Ltd	" 3, 1909	
Dalhousie " "	F. S. Blair & Co	" 4, 1909	
Fredericton " "	Patrick Farrell	" 3, 1909	255 55
Marysville " "	"	" 3, 1909	149 24
Moncton " "	The Intercolonial Coal Mining Co., Ltd	" 3, 1909	294 00
New Brunswick.			
Newcastle, Post Office. Supply of coal	The Intercolonial Coal Mining Co., Ltd	" 3, 1909.	209 56
" " "	The Stothart Mercantile Co., Ltd	" 14, 1909.	110 57
St. John West, Post Office. Tower clock	Ferguson & Page	May 28, 1909.	1,500 00
" Custom House. Supply of coal	J. S. Gibbon & Co	Aug. 7, 1909.	1,067 86
" " "	Francis Kerr & Co	" 16, 1909.	84 00
" Post Office "	R. P. & W. F. Starr, Ltd	Oct. 7, 1909.	634 62
" Savings Bank "	" "	" 7, 1909.	
" Custom House "	" "	" 7, 1909.	11 76
" Immigration Building "	" "	" 7, 1909.	149 77
" Detention Hospital "	" "	" 7, 1909	24 48
" Post Office "	J. S. McGivern	" 7, 1909.	40 50
" Savings Bank "	"	" 7, 1909.	233 65
" Immigration Building "	"	" 7, 1909.	963 83
" New Detention B'ld'g "	"	" 7, 1909.	265 50
St. Stephen, Post Office. Supply of coal	W. C. Purves	Aug. 4, 1909	162 50
Sussex, Public Building "	T. H. Brown & Son	" 11, 1909.	314 00
Tracadie Lazaretto "	B. M. Lannigan	" 7, 1909.	1,060 66
Woodstock, Public Building "	W. F. Dibblee & Son	" 30, 1909.	286 32
Quebec.			
Acton Vale, Post Office. Supply of coal	S. E. Desmarais & Co	Aug. 6, 1909.	113 99
Aylmer, " "	C. P. Wright	" 21, 1909.	194 32
" " Concrete sidewalks	Town of Aylmer	Sept. 28, 1909.	365 00
Berthierville " Supply of coal	F. O. Lamarche	Aug. 14, 1909.	72 00
Buckingham " "	E. M. Lapierre	" 14, 1909.	115 11
Chicoutimi " "	Côté, Boivin & Cie	" 5, 1909.	320 88
Coaticook " "	W. C. Webster & Son	" 9, 1909.	222 75
Cookshire, Public Building. Interior fittings	E. P. McGrath & Co	" 30, 1909.	1,219 00
" " Sidewalks &c	J. W. Grégoire	Sept. 1, 1909.	495 50
Dundee, Custom House. Supply of coal	Allen J. Matthews	Aug. 9, 1909.	81 00
Drummondville, Post Office "	Antoine Cadoret	" 10, 1909.	82 98
Farnham " "	Berthiaume & Lanoue	" 6, 1909.	69 00
Fraserville " "	Nap. Dion	" 9, 1909.	396 80

No. 1.—CONTRACTS let by the Department of Public Works of Canada, &c.—*Continued.*

Works.	Names of Contractors.	Date of Contract.	Amount.
PUBLIC BUILDINGS—*Continued.*			$ cts.
Quebec.			
Fraserville, Public Building. Elec. light wiring and fittings	Robert Anderson	Nov. 25, 1909.	623 00
Granby, Post Office. Supply of coal	P. Phœnix	Aug. 7, 1909.	199 50
Hochelaga " " "	Joseph Elie	" 5, 1909.	4 57
" " " "	The T. F. Moore Co.	" 9, 1909.	129 48
Hull " "	The Hull Coal Co.	July 30, 1909.	280 00
Iberville " "	John Donaghy	Aug. 5, 1909.	74 40
Joliette " "	Leclaire & Mandeville	" 5, 1909.	195 55
" Armoury. Heating apparatus	Tremblay & Francœur	July 6, 1909.	575 00
" " Elec. light wiring and fittings	Empire Electric & Mfg. Co. of Ottawa, Ltd.	Nov. 19, 1909.	512 00
" " Sewer	Corporation of Joliette	Sept. 11, 1909.	475 00
Knowlton, Public Building. Interior fittings	J. T. Schell.	June 29, 1909.	793 00
" Armoury "	"	Feb. 11, 1910.	397 00
Lachine, Post Office. Supply of coal	Joseph Elie	Aug. 5, 1909.	107 20
Lachute " "	J. D. Campbell & Co.	" 14, 1909.	101 08
" " Interior fittings	E. P. McGrath & Co	July 5, 1909.	893 50
Laprairie " Supply of coal	H. Brassard	Aug. 6, 1909.	152 74
L'Assomption, Post Office. Supply of coal.	The Bédard Co., Ltd.	" 6, 1909.	181 25
Lévis " "	Robitaille & Co.	" 6, 1909.	555 94
Longueuil " "	C. F. Dénicourt	" 6, 1909.	96 75
" Public Building. Fire escapes	Capital Scale Brass & Iron Foundry Co., Ltd.	July 7, 1909	195 00
Magog " Sidewalks, sodding, &c.	A. Lavoie	Sept. 24, 1909.	700 00
Montmagny " Works to	D. Mainville.	" 27, 1909.	325 00
" " Supply of coal	J. R. Boulanger	Aug. 6, 1909.	156 00
Montreal, Examining Warehouse. Supply of coal	L. Cohen & Son	" 10, 1909.	927 55
" Custom House "	The T. F. Moore Co.	" 9, 1909.	832 72
" Express Parcel Office "	" "	" 9, 1909.	672 19
" Post Office "	" "	" 9, 1909.	992 25
" Postal Station 'B' "	" "	" 9, 1909.	275 49
" Postal Station 'C' "	" "	" 9, 1909.	178 38
" Revenue Building, Supply of coal	The T. F. Moore Company	" 9, 1909.	273 12
" Immigration Building "	" "	" 9, 1909.	267 72
" Custom House—Long room wiring	Scott & Rubenstein.	Apr. 17, 1909.	1,025 55
" Examining Warehouse. New roof, skylight, etc	Joseph Thibeault.	July 19, 1909.	3,650 00
" Post Office. Addition, electrical fixtures	Dawson & Co., Ltd.	Oct. 4, 1909.	6,392 46
" Public Building. Changes in Post Office	Peter Lyall & Sons	" 2, 1909.	7,457 00
" Examining Warehouse. Alterations to	Damien Lalonde	Nov. 8, 1909.	3,727 00
" Post Office. Supply of guards	Peter Lyall & Sons	Dec. 18, 1909.	375 00
" Public Buildings and Offices. Supply of current	Montreal Light, Heat and Power Co.	" 30, 1909.	For 5 yr. sch.
" Examining Warehouse. To put up shafting	Lymburner Ltd.	Feb. 5, 1910.	506 60
" Post Office. Heating and ventilating apparatus	Canadian Buffalo Forge Co., Ltd.	Dec. 1, 1909.	4,600 00
Nicolet. Public Building. Supply of electrical current	Nicolet Electric Light Co.	Feb. 28, 1910.	Sch. of rates.
" Post Office. Supply of coal	Julien Courteau.	Aug. 27, 1909.	192 99
Peribonka. Immigration Building. Supply of wood	S. Desjardins	Apr. 21, 1909.	82 50
Pierreville. Public Building. Several works	O. Lafrenière	" 23, 1909.	1,400 00
Plessisville. Post Office. Supply of coal	La Fonderie de Plessisville.	Aug. 10, 1909.	187 50
" Public Building. Heating apparatus	F. Deroy	June 9, 1909.	670 00
" " Electric wiring and fittings	The Standard Construction Co. of Montreal	July 22, 1909.	625 00
" " Interior fittings	J. T. Schell.	Dec. 12, 1909.	897 00
" " Lighting	La Fonderie de Plessisville.	Mar. 17, 1910.	Sch. of rates.
Pointe St. Charles. Postal Station 'D.' Concrete floors, etc	Morrsen & Co.	May 7, 1909.	4,400 00

SESSIONAL PAPER No. 19

No. 1.—CONTRACTS let by the Department of Public Works of Canada, &c.—*Continued.*

Works.	Names of Contractors.	Date of Contract.	Amount.
PUBLIC BUILDINGS—*Continued.*			$ cts.
Quebec.			
Point St. Charles. Postal Station 'D.' Electric wiring and fittings	The Empire Elec. & Mfg. Co. of Ottawa, Ltd.	Aug. 30, 1909.	1,192 00
" Postal Station 'D.' Heating apparatus	Alex. MacKay & Co	Nov. 17, 1909.	1,860 00
" Postal Station 'D.' Interior fittings	D. H. Langlois & Co.	Dec. 9, 1909.	1,595 00
Quebec. Louise docks. Lavatories for Immigration Building	C. A. Vézina	Apr. 26, 1909.	1,325 00
" Examining Warehouse. Wiring and fittings	The Empire Elec. & Mfg. Co. of Ottawa, Ltd.	May 10, 1909.	984 00
" Custom House. Wiring and fittings	The Empire Elec. & Mfg. Co. of Ottawa, Ltd.	" 10, 1909.	1,849 00
" Post Office. "	R. Anderson	Jan. 13, 1910.	2,944 00
" Examining warehouse. Alterations to	Jinchereau & Lamonde	" 27, 1910.	2,997 00
" " " Alterations to wiring and fittings	The Empire Elec. & Mfg. Co. of Ottawa, Ltd.	Feb. 3, 1910.	896 00
" Examining Warehouse. Freight elevator	Otis Fensom Elevator Co.	Mar. 3, 1910.	2,180 00
" (St. Roch) Post Office. wiring and fittings	The Empire. Elec. & Mfg Co. of Ottawa, Ltd.	Oct. 4, 1909.	919 00
" " " Heating apparat.	Vandry & Matte	" 25, 1909.	1,052 00
" " " Verandah	Jinchereau & Lamonde	Dec. 10, 1909.	1,086 00
" " " Supply of coal	The Canadian Import Co.	Aug. 6, 1909.	47 63
" Culler's Office. "	" "	" 6, 1909.	209 13
" Custom House. "	" "	" 6, 1909.	708 30
" Marine Agency. "	" "	" 6, 1909.	289 50
" Custom House. "	" "	" 6, 1909.	367 49
" Immigration Office. "	" "	" 6, 1909.	30 37 / 340 45
" Post Office. "	" "	" 6, 1909.	615 67
" Gov. General's Quarters. "	" "	" 6, 1909.	549 58
" Weights and Measures. "	" "	" 6, 1909.	45 71
Richmond. Post Office. "	J. D. Smith	" 5, 1909.	238 36
Rimouski. " "	H. G. Lepage	" 20, 1909.	341 83
" Armoury. Construction of	Dumont & McLean	Jan. 4, 1910.	8,450 00
Roberval. Immigration Building. Supply of wood	L. E. Otis	Apr. 17, 1909.	500 00
St. Henri. Post Office. Supply of coal	The T. F. Moore Co	Aug. 9, 1909.	93 63
St. Hyacinthe. Post Office. Supply of coal	Ant. Cadoret	" 18, 1909.	136 87
" Inland Revenue. "	"	" 18, 1909.	
St. Jérôme. Post Office. "	Joseph Elie	" 5, 1909.	219 60
St. Johns. " "	D. Godin & Cie	" 5, 1909.	250 65
" Customs Parcels Offices. Interior fittings	D. H. Langlois & Co	Oct, 11, 1909.	475 00
" Public Building. Tower clock	J. H. Racicot	Feb. 16, 1910.	1,700 00
" Custom House. Wiring and fittings.	M. Rubenstein	" 8, 1910.	495 00
" Old Post Office. Lighting	St. John Elec. Light Co., Ltd	Mar. 21, 1910	p.k.w. 0 10
" Post Office. Enlargement of dial openings	Peter O'Cain	Feb. 8, 1910.	325 00
St. Louis du Mile End. Post Office. Supply of coal	The T. F. Moore Co	Aug. 9, 1909.	186 39
" " " Wiring and fittings	W. J. O'Leary & Co	June 18, 1909.	275 00
Sherbrooke. Drill Hall. Electric fixtures	McCallum & Co	July 12, 1909.	879 25
" " Interior fittings	E. P. McGrath & Co	Oct. 7, 1909.	3,995 00
" Custom House. "	Sherbrooke Construction Co	" 7, 1909.	230 00
" Armouries. Bowling alleya	Ketchum & Co	Nov. 3, 1909.	1,050 00
" Post Office. Supply of Coal	La Cie. Coderre & Fils	Aug. 7, 1909.	431 29
Sorel. " "	Adolphe Plante	" 9, 1909	342 00
Terrebonne, Post Office. Supply of coal	J. O. J. Duguay	" 6, 1909.	109 76
Thetford Mines, " "	Alphonse Blais	" 5, 1909.	173 89
Three Rivers, Public Buildings. Retaining wall.	J. A. McLaughlin & T. P. Charleson	Sept. 15, 1909.	8,490 00

No. 1.—CONTRACTS let by the Department of Public Works of Canada, &c.—*Continued.*

Works.	Names of Contractors.	Date of Contract.	Amount.
PUBLIC BUILDINGS—*Continued.*			$ cts.
Quebec—Concluded.			
Valleyfield, Public Buildings. Tower clock	J. A. Trottier	Jan. 25, 1910	1,635 00
" " Supply of coal	Besner & Chasle	Aug. 5, 1909	326 27
Victoriaville, Post Office. "	Octave Gaudet	" 6, 1909	151 09
" " Fittings, alterations to	Joseph Audet	June 10, 1909	675 00
Ontario.			
Alexandria, Post Office. Supply of coal	Joseph Elie	Aug. 5, 1909	183 76
Arnprior, " "	J. S. Moir	" 9, 1909	264 20
Almonte, Public Building. "	Taylor Bros	" 7, 1909	214 41
Amherstburg, Post Office. "	John McGee	" 10, 1909	175 50
Barrie, " "	John G. Scott	" 10, 1909	205 50
Belleville, " "	N. Allen	" 10, 1909	500 00
Berlin, Post Office. Supply of steam for heating.	The Berlin Central Heating Co., Limited	June 10, 1909	Per 1,000 units 65 cts.
Bowmanville, Post Office. Supply of coal	McLennan & Company	Aug. 7, 1909	132 25
Brampton, " "	D. Fratley	" 7, 1909	202 46
Brantford, " "	Wilson Coal Company	" 7, 1909	419 70
Bridgeburg, " "	Isaac White	" 26, 1909	186 00
Brockville, " "	The Central Canada Coal Company	Sept. 1, 1909	416 82
Carleton Place, " "	Taylor Bros	Aug. 23, 1909	139 60
Chatham, " "	A. R. Crow	" 10, 1909	206 95
Clinton, " "	James Hamilton	" 25, 1909	216 60
Cobourg, " "	E. A. Duncan	" 10, 1909	266 00
Cornwall, " "	E. F. Mulhern & Company	" 17, 1909	266 00
" Public Building. Fire escapes	Hermiston & Comvie	June 24, 1909	348 00
" " Alt. to entr. doors, etc.	Henry Williams	Oct. 8, 1909	573 00
Deseronto, Post Office. Supply of coal	The Rathbun Company	Aug. 12, 1909	276 00
Dundas, " "	James A. Sturrock	" 10, 1909	52 00
Fort William, " "	James Murphy	" 13, 1909	426 25
" " Wiring and fittings	The Western Electric & Supply Company	July 24, 1909	480 00
" Public Building. Heating system	Bennett & Wright Co.	Sept. 11, 1909	350 00
" Post Office. Interior Fittings	The Oshawa Interior Fittings Company	Feb. 12, 1910	1,973 00
Galt, Post Office. Supply of coal	J. D. Burns	Aug. 11, 1909	221 90
Gananoque. P. O. and Cust. House. Sup. of coal.	Taylor & Green Coal and Lumber Company	" 11, 1909	267 55
Glencoe, Public Building. Heating apparatus	Nagle & Mills	May 11, 1909	995 00
" Post Office. Supply of coal	E. Huston & Company	Aug. 12, 1909	
" Public Building. Cement sidewalks	J. H. McFarlane	Sept. 7, 1909	870 00
" " Interior fittings	The Chs. Rogers & Son Co. Limited	Oct. 21, 1909	1,030 00
" Armoury Building. Electric wiring etc.	The Commercial Electric Company	" 21, 1909	640 00
Goderich, Post Office. Supply of coal	Peter McEwan Estate	Aug. 26, 1909	260 09
Guelph, " "	M. F. Cray	" 10, 1909	322 66
" Armoury. Wiring and fixtures	F. R. J. Macpherson Co., Ltd.	May 11, 1909	885 00
" " Interior fittings	The Barton & Baldwin Co., Limited	" 25, 1909	3,300 00
Hamilton, Post Office. Supply of coal	Thos. Myles Sons Ltd	Aug. 10, 1909	970 20
" Ex'g. Warehouse. "	Thos. Myles Sons Ltd	" 10, 1909	
" Weights & Measures. Supply of coal.	Thos. Myles Sons Ltd	" 10, 1909	
Hawkesbury, Public Building. "	E. A. Hall	" 30, 1909	113 40
Ingersoll, " "	M. E. Scott	" 12, 1909	224 00
" " "	Geo. G. Barrons	" 12, 1909	4 36
Kincardine, " "	John Adams	" 11, 1909	218 38
" Post Office. Wiring and fittings	Hall & Dollery Electric Co.	June 12, 1909	620 00
" Public Building. Heat. Apparatus.	The Keith & Fitzsimons Co. Limited	Sept. 4, 1909	968 00
" " Interior fittings	The Chs. Rogers & Son Co. Limited	Oct. 1, 1909	980 00

SESSIONAL PAPER No. 19

No. 1.—CONTRACTS let by the Department of Public Works of Canada, &c.—*Continued.*

Works.	Names of Contractors.	Date of Contract.	Amount.
PUBLIC BUILDINGS—*Continued.*			$ cts.
Ontario.			
Kingston, Custom House. Supply of coal.....	Patrick Walsh	Aug. 9, 1909	357 80
" Post Office. "	Patrick Walsh.....	" 9, 1909	408 00
" Inland Revenue "	Patrick Walsh.....	" 9, 1909	353 60
" R.M.C. Stables. Wiring and fittings..	Halliday Electric Company	" 21, 1909	398 00
" " " Heating apparatus..	Elliott Bros.....	Oct. 29, 1909	848 00
" Milltary Stores Bldg. Int. fittings ...	W. J. Chapman.....	Jan. 26, 1910	2,165 00
Leamington, Public Building. Wiring & fittings.	The Commercial Electric Company.....	Oct. 7, 1909	620 00
Lindsay, " Supply of coal....	McLennan & Company....	Aug. 10, 1909	126 86
" " "	Jos. Maunder & Son.....	" 10, 1909	127 50
London, Custom House & Post Office. Supply of coal	The Connell Anthracite Mining Company, Ltd..	" 21, 1909	1,604 16
Markham, Post Office. Interior fittings.....	E. P. McGrath & Co.....	Oct. 7, 1909	724 50
Napanee, Public Building. Supply of coal.	Chs. Stevens.....	Aug. 12, 1909	135 00
" " " ...	F. E. VanLuven.....	" 16, 1909	135 00
Niagara Falls, " "	John E. Hutchings & Co..	" 9, 1909	247 39
North Bay " " ...	Lindsay & McCluskey.....	" 12, 1909	375 92
" Post Office. Addition to fittings ...	Wm. N. Snyder.....	May 28, 1909	805 20
" Public Building. Interior fittings...	J. T. Schell	Aug. 28, 1909	1,087 50
Orangeville, " Supply of coal...	Clarke & Hannah...	" 10, 1909	163 41
Orillia, " "	The Tait-Carrs Lumber Co.	" 13, 1909	238 75
Oshawa, " "	David Keith..	" 13, 1909	63 00
" " "	D. Drew & Son.....	" 6, 1909	63 00
" " "	Everson & Farewell.....	" 6, 1909	63 00
Ottawa, Experimental Farm. "	The C.C. Ray. Co., Ltd...	July 29, 1909	1,580 29
" Agricultural Dept. Metallic fittings . .	Office Specialty M'f'g. Co. Ltd....	May 15, 1909	1,585 00
" Printing Bureau. " "	Office Specialty M'f'g, Co. Ltd.....	June 1, 1909	3,675 00
" Traffic Room. Steel filing cabinet.....	Office Specialty M'f'g. Co. Ltd.....	" 25, 1909	1,317 00
" Marine and Fisheries Dept. Metallic fit..	The Eclipse M'f'g. Co. Ltd	" 25, 1909	1,609 00
" Experimental Farm, Office and Museum. Heating apparatus.....	M. M. O'Connell..... ...	July 5, 1909	1,397 93
" Public Buildings. Supply of coal.....	John Heney & Son...	" 6, 1909	45,144 08
" Seybold Building. Elevator..... ..	Otis Fenson Elevator Co. Lt	June 26, 1909	2,500 00
" Victoria Museum. Heating apparatus..	Geo. Goodwin	July 12, 1909	48,000 00
" " Elevators....	"	" 12, 1909	42,000 00
" " Ventilation system..	"	" 12, 1909	27,460 00
" " Wiring for elevators, etc	"	" 12, 1909	15,000 00
" Interior Dept. Metallic fittings.....	L. W. Hutchison..... ...	" 5, 1909	919 00
" Royal Mint. Metal cabinet	The Eclipse M'f'g. Co. Ltd	" 10, 1909	1,797 00
" Mines Branch. Fuel testing plant.....	Doran & Devlin.....	" 13, 1909	13,400 00
" Public Buildings. Supply of ice.... .	Mary Daoust	" 28, 1909	p. 100 lbs 15½
" Agriculture Dept. Standing steel desk.	Eclipse M'f'g. Co., Ltd....	" 12, 1909	395 00
" Interior Dept. Lands patent branch. Steel case..... ....,....	Office Spe'ty M'f'g.Co. Ltd.	Aug. 21, 1909	635 00
" Rideau Hall. Improvements.....	Castle & Son..	Sept. 1, 1909	1,600 00
" Mint. Refinery for the	M. J. Whelan & J. O'Leary	" 7, 1909	31,747 00
" Gov. Gen'l. Sec. Office. Metallic fittings.	The Eclipse M'f'g. Co. Ltd.	Aug. 31, 1909	1,355 00
" Privy Council, Tower room. Steel fittings	" "	Sept. 13, 1909	5,172 00
" Art Gallery. Terra Cotta partitions....	Geo. Goodwin	Oct. 10, 1909	2,650 00
" Experimental Farm. Residence of Chief Astronomer. Heat apparatus.....	Martel & Langelier.....	" 6, 1909	975 00
" House of Commons. Post Office fittings	R. A. Sproule.....	" 8, 1909	1,570 00
" Customs Dept. Steel cases	Eclipse M'f'g. Co. Ltd....	July 22, 1909	163 50
" Marine Dept. Records room. Filing cabinets.....	" "	June 25, 1909	1,609 00
" N.W.M.P. room No. 47. Steel fittings..	" "	Sept. 23, 1909	670 00
" Interior Dept. Registration branch. Steel fittings..	Office Spe'ty M'f'g. Co. Ltd	" 18, 1909	4,595 0
" Public W. Dept. Records room. Steel fit.	" "	Sept. 18, 1909	1,665 0

No. 1.—Contracts let by the Department of Public Works of Canada, &c.—*Continued.*

Works.	Names of contractors.	Date of Contract.	Amount.
Public Buildings—*Continued.*			$ cts.
Ontario.			
Ottawa, House of Com. Hansard room. Ventill'on	Canadian Buffalo Forge Co. Ltd	Dec. 17, 1909	1,600 00
" Agriculture Dept. Metallic shelves	The Eclipse M'f'g. Co. Ltd	Sept. 27, 1909	2,595 00
" Royal Mint. Vault doors	Goldie & McCullough Co. Lt	Dec. 28, 1909	3,050 00
" Archives Buil'g. Library. Metal. shelves	The Eclipse M'f'g. Co. Ltd	Jan. 13, 1910	3,342 00
" Rideau Hall. Supply of ice	Geo. E. Kingsbury	Feb. 5, 1910	p. block 0 10
" Royal Mint. Refinery building. Elevator	Otis Fenson Elevator Co. Lt	Feb. 10, 1910	2,700 00
" Parl't grounds. Erection of monuments. Hon. Geo Brown & T. D'Arcy McGee	Geo. W. Hill	Mar. 28, 1910	20,000 00
Owen Sound, Post Office. Supply of Coal	A. J. Creighton	Aug. 25, 1909	316 36
" Public Building. Interior fittings	J. T. Schell	May 25, 1909	2,397 00
" " Electric fixtures	Keith & Fitzsimmons Co. Lt	June 12, 1909	567 00
Paris, " Supply of coal	Geo. E. Taylor	Aug 12, 1909	153 75
Parkhill, " Elec. wiring &c.	The Commercial Elect. Co.	Oct. 7, 1909	560 00
" " Raising of roof	Leslie & McNeil	" 2, 1909	360 00
" " Heating appar'us	McDonald & Henry	" 18, 1909	888 00
" " Supply of coal	W. H. Mark & Co	Sept. 18, 1909	140 00
" Public Building. Alter'ns and add'ns to	Leslie & McNeill	July 30, 1909	1,400 00
Pembroke, Post Office. Supply of coal	Dunlop & Co	Aug. 10, 1909	236 31
" " Interior fittiugs	R. A. Sproule	Dec. 30, 1909	770 00
Peterborough, Post Office. Supply of coal	Weir & O'Brien	Aug. 11, 1909	252 56
" Armoury. Bowling alleys	Ketchum & Co., Ltd	July 2, 1909	1,050 00
" " Interior fittings	Edmund Wand	Aug. 2, 1909	6,500 00
" Drill Hall. Grading, sodding, etc.	James Bogue	" 19, 1909	4,360 00
Petrolea, Post Office. Supply of coal	Parker Coal Company	" 11, 1909	163 90
Port Arthur, Post Office "	Louis Walsh Coal Co.	" 16, 1909	400 00
Port Hope " "	J. M. Rosevear & Co	" 10, 1909	283 80
Picton " "	Wm. H. Luke	" 28, 1909	222 75
Prescott " "	James Buckley	" 10, 1909	186 00
Renfrew " "	James Ward	" 23, 1909	30 38
" Public Building. Heating apparatus	John Conley	April 2, 1909	997 00
" " Interior fittings	E. P. McGrath & Co	Nov. 11, 1909	1,795 00
Sandwich " Supply of coal	J. Kowinsky & Co.	Aug. 14, 1909	139 59
Sarnia, Post Office "	W. A. Brown	Sept. 22, 1909	200 00
Sault Ste. Marie, Post Office "	The Sault Ste. Marie & Coal Co	Aug. 21, 1909	1,203 47
Simcoe, Public Building. Interior fittings	The Burton & Baldwin M'f'g Co., Ltd	" 28, 1909	900 00
" " Lighting supplies	J. Austin & Co	Oct. 29, 1909	292 30
" Custom House. Fittings	Schultz Bros	" 29, 1909	178 00
Smith's Falls, Post Office. Supply of coal	Foster & Co	Aug. 25, 1909	166 25
Stratford, Public building "	E. Burdett	" 11, 1909	373 24
Strathroy, Post Office "	R. Nicholson	" 11, 1909	191 40
St. Catharines, Post Office. Interior fittings	The Oshawa Interior Fitting Co	Feb. 9, 1910	973 00
St. Mary's " Supply of coal	James Armstrong	Aug. 11, 1909	217 60
St. Thomas. " "	Scarrow & Co	" 20, 1909	261 00
Toronto, Meteorological Building. Steel fittings.	Office Specialty M'f'g Co.	Feb. 16, 1910	2,990 00
" " " Covering dome.	Brown & Love	June 17, 1909	1,650 00
" Post Office. Alterations, etc., to	Samuel Young	Jan. 24, 1910	42,795 00
" Armoury. Interior fittings	M. A. Pigott & Son	" 29, 1910	8,400 00
" Observatory. Electric fixtures	Bennett & Wright	Sept. 7, 1909	521 00
" Junction Post Office. Supply of coal	The Elias Rogers Co., Ltd.	" 8, 1909	132 34
" Custom House "	" " "	" 8, 1909	658 12
" Examining Warehouse. Supply of coal.	" " "	" 8, 1909	783 64
" Post Office "	" " "	" 8, 1909	851 48
" Postal Station "C" "	" " "	" 8, 1909	190 03
" Postal Station "F" "	" " "	" 8, 1909	216 69
" Revenue Office "	" " "	" 8, 1909	211 18
Trenton, Post Office "	J. W. Jaques	Aug. 12, 1909	260 00
Walkerton " "	George Brothers	" 16, 1909	205 44
Welland " "	Sam. L. Lambert	" 17, 1909	216 42

SESSIONAL PAPER No. 19

No. 1.—CONTRACTS let by the Department of Public Works of Canada, &c.—*Continued.*

Works.	Names of Contractors.	Date of Contract.	Amount.
PUBLIC BUILDINGS—*Continued.*			$ cts.
Ontario—Concluded.			
Welland, Public Build'g. Sidewalks, grading, etc.	W. J. Sommerville	Oct. 8, 1909	Schedule of prices.
" " Supply of current	Welland Electric Co.	" 13, 1909	Schedule of prices.
" " Interior fittings	H. Pringle	Nov. 22, 1909	1,586 00
" " Elect. light wir'g & fitt.	J. Culley and H. T. Breay.	June 18, 1909	1,025 00
" " Heating apparatus	S. P. Gourley	" 17, 1909	1,057 00
Whitby, Public Building. Supply of coal	E. Richard Blow	Aug. 9, 1909	99 00
" " "	J. H. Downey & Co.	" 9, 1909	99 00
" Post Office. Interior fittings	Gay & Sons	Feb. 4, 1910	1,581 00
" " Elec. wiring and fittings	W. J. Trick	Sept. 1, 1909	553 00
" " Heating apparatus	Martel & Langelier	Oct. 6, 1909	990 00
Wingham, Post Office. Supply of coal	J. A. McLean	Aug. 16, 1909	231 48
Windsor, Public Building "	J. Kowinsky & Co.	" 14, 1909	29 05
" " "	F. X. Scully	" 12, 1909	25 20
" " "	J. T. Hurley	" 12, 1909	336 60
Woodstock " "	The McIntosh Coal Co.	" 11, 1909	271 85
Manitoba.			
Brandon, Immigration Building. Supply of coal.	Thomas E. Elviss	Sept. 21, 1909	363 14
" Post Office. Supply of coal	Barclay & O'Hara	" 21, 1909	861 27
" Experimental Farm. Supply of coal	The Canadian Coal and Commission Company	Aug. 12, 1909	275 14
" Armoury. Interior fittings	E. C. Higgins	May 25, 1909	1,029 25
Dauphin. Post Office. Supply of coal	Harstone Bros.	Aug. 17, 1909	342 47
" Public Building. Heating apparatus	McDonald & Voigt	April 3, 1909	1,774 00
" " Elect. wiring and fittings	Town of Dauphin	May 20, 1909	900 00
" Dom. Lands. Filing cabinet	The Office Specialty Mfg. Co., Ltd.	Oct. 12, 1909	1,395 00
" Post Office. Interior fittings	Oshawa Interior Fitting Co.	Feb. 23, 1910	1,243 00
Emerson. Public Building. Heating apparatus.	Cotter Bros., Ltd.	Sept. 1, 1909	1,350 00
" Quar. Station. Stable, office and shed	E. McDougall	Oct. 21, 1909	2,085 00
" Post Office. Interior fittings	The Oshawa Interior Fitting Co.	Dec. 6, 1909	1,793 00
Neepawa " Supply of coal	D. E. Adams Coal Co., Ltd.	Aug. 17, 1909	225 66
" " Interior fittings	The Oshawa Interior Fitting Co.	Oct. 5, 1909	1,993 00
Portage la Prairie. Public Building. Supply of coal.	Chs. J. Sharp	Aug. 16, 1909	518 83
" " "	Windatt & Company	" 16, 1909	117 17
St. Boniface. Post Office. "	Harstone Bros.	Sept. 8, 1909	237 50
" " "	D. E. Adams Coal Co., Ltd.	" 8, 1909	210 42
Selkirk. Public Building. Elect. wirings and fittings	The Star Elect. Co.	June 4, 1909	318 00
West Selkirk. Post Office. Supply of coal	Thos. Reid	Aug. 14, 1909	348 65
Winnipeg. Ex'g. Warehouse. Elect. wiring and fittings	The Star Electric Co.	May 14, 1909	3,700 00
" Immg. Building. Cleaning, etc.	J. W. Morley	" 22, 1909	2,590 00
" Ex'g. Warehouse. Heating apparatus.	Cotter Bros., Ltd.	July 12, 1909	5,820 60
" Old Post Office. Alterations to	J. McDiarmid Co., Ltd.	Jan. 21, 1910	41,000 00
" Immigration Building. Supply of coal.	Harstone Bros.	Sept. 8, 1909	
" Hospital. "	Harstone Bros.	" 8, 1909	3,149 06
" Ex'g. Warehouse. "	Harstone Bros.	" 8, 1909	264 48
" New Post Office. "	Harstone Bros.	" 8, 1909	762 77
" Old Post Office. "	D. E. Adams Coal Co., Ltd.	" 8, 1909	2,652 97
" Custom House. "	D. E. Adams Coal Co., Ltd.	" 8, 1909	765 26
" Indian Office and Crown Timber. Supply of coal	D. E. Adams Coal Co., Ltd.	" 8, 1909	
" Postal Station "B." Supply of coal	D. E. Adams Coal Co., Ltd.	" 8, 1909	220 82
" New Post Office. "	D. E. Adams Coal Co., Ltd.	" 8, 1909	1,614 91

No. 1.—CONTRACTS let by the Department of Public Works of Canada, &c.—*Continued.*

Works.	Names of Contractors.	Date of Contract.	Amount.
PUBLIC BUILDINGS—*Continued.*			$ cts.
Saskatchewan.			
Estevan. Post Office. Supply of coal	Duncan & McNeil	Sept. 10, 1909	
" " Interior fittings	J. T. Schell Mfg. Co	March 8, 1910	1,149 00
" Public Building. Heating apparatus	Municipal Light Heat & Power Co., Ltd.	Oct. 27, 1909	1,673 84
" " Elect. wiring and fittings	North Western Elect. Co., Ltd.	Nov. 6, 1909	1,098 00
Humboldt. Dom. Lands Office. Steel fittings	The Eclipse Mfg. Co., Ltd.	Jan. 26, 1910	1,225 00
Indian Head. Exper. Farm. Supply of coal	Hitchcock & McCulloch	Sept. 3, 1909	465 50
" Forest Nursery Station. "	Hitchcock & McCulloch	" 3, 1909	201 40
" " " "	Hunter, Cantelon & Co.	Aug. 18, 1909	206 92
" Exper. Farm. "	Hunter, Cantelon & Co.	" 18, 1909	199 44
Lloydminster. Immg. Hall. "	Hitchcock & McCulloch	Sept. 3, 1909	89 50
Maple Creek. Post Office. "	Hitchcock & McCulloch	" 3, 1909	247 50
" Public Building. Interior fittings.	The Oshawa Interior Fitting Co.	June 25, 1909	1,815 00
Moose Jaw. Post Office. Supply of coal	Hitchcock & McCulloch	Sept. 3, 1909	815 20
North Battleford. Immg. Hall. Elect. wiring	Belland Stewart	March 16, 1910	43 60
Prince Albert. Penitentiary. Pump for	General Supply Co	June 25, 1909	1,380 45
" " Workshop	Saskatchewan Building & Construction Co., Ltd.	Sept. 7, 1909	55,490 00
" " Pump house	Saskatchewan Building & Construction Co., Ltd.	Dec. 21, 1909	2,287 00
Regina. Custom House. Fittings	The Western Mfg. Co., Ltd. of Regina	July 12, 1909	3,675 00
" " Vault fittings	Eclipse Mfg. Co., Ltd.	" 26, 1909	350 00
" Post Office. Supply of coal	The Smith & Ferguson Co.	Aug. 18, 1909	100 30
" Dom. Lands Office. "	The Smith & Ferguson Co	" 18, 1909	83 92
" Post Office. "	L. A. Rounding	" 18, 1909	1,268 93
" Dom. Lands Office "	L. A. Rounding	" 18, 1909	533 11
" Immg. Building. "	L. A. Rounding	" 18, 1909	316 77
Saskatoon. Public Building. "	The Spicer & Willoughby Co.	" 20, 1909	460 00 102 60
" Post Office. Interior fittings	The Oshawa Interior Fitting Co.	April 16, 1909	3,575 00
" Dom. Lands Office. Metal cabinets	Office Specialty Mfg. Co., Ltd	July 30, 1909	840 00
" Post Office. Wiring	McCallum & Co	Feb. 10, 1910	279 00
Yorkton. " Supply of coal	Harstone Bros	Aug. 17, 1909	351 00
" Immg. Building. "	D. E. Adams Coal Co., Ltd.	" 17, 1909	
" Dom. Lands Office. Steel cabinets	Office Specialty Mfg. Co.,	March 23, 1910	1,903 30
" Post Office. Interior fittings	E. P. McGrath & Co	" 23, 1910	1,063 00
Yorkton, Public Building. Wiring and fittings	McCallum & Company	Aug. 5, 1909	994 50
" " Heating apparatus	Cotter Bros., Ltd.	" 3, 1909	2,285 00
Alberta.			
Calgary, Immigration Shed. Supply of coal	Chs. S. Lott	Aug. 24, 1909	136 94
" Post Office. "	Chs. S. Lott	" 24, 1909	1,838 24
Edmonton, Dom. Lands Office. "	The Clover Bar Coal Co.	" 16, 1909	203 86
" Immigration Bldg. "	The Clover Bar Coal Co.	" 16, 1909	276 12
" Public Building. "	The Clover Bar Coal Co.	" 16, 1909	1,010 95
" " Fire escapes	Ross Bros., Ltd.	June 10, 1909	525 00
" " Tower clock	A. Bruce Pawley	" 1, 1909	770 00
" Post office. Interior fittings	The Berlin Interior Hardwood Co., Ltd	Aug. 30, 1909	7,520 00
" " Electric fixtures	McCallum & Company	Sept. 21, 1909	2,750 00
" " Freight hoist	Otis Fensom Elevator Co.	Mch. 26, 1910	2,921 00
Lethbridge, Dom. Lands. Addit. and alterations	The J. McDiarmid Co. Ltd.	Jan. 28, 1910	7,777 50
" Immigration Bldg. Supply of coal	Chs. S. Lott	Aug. 24, 1909	165 00
MacLeod, Custom House. "	MacLeod Lumber Yard	" 28, 1909	52 72
" " "	R. H. Hilliard	" 28, 1909	66 46
Medicine Hat, Immigrat. Hall. "	R. C. Cooper	" 19, 1909	38 75
Strathcona. " "	John Walter	Sept. 9, 1909	201 27

SESSIONAL PAPER No. 19

No. 1.—CONTRACTS let by the Department of Public Works of Canada, &c.—*Continued.*

Works.		Names of Contractors.	Date of Contract.	Amount.
PUBLIC BUILDINGS—*Concluded.*				$ cts.
British Columbia.				
Cumberland, Public Building.	Elect. fixtures ..	Hawkins & Hayward	Sept. 4, 1909	498 00
" Post Office.	Fittings	The Berlin Interior Hardwood Co., Ltd	" 16, 1909	1,850 00
Fernie, Post Office.	"	The Berlin Interior Hardwood Co., Ltd....	Oct. 5, 1909	3,150 00
Ladysmith, Public Building.	Heating apparacus	John & John D. Colbert...	April 5, 1909	1,148 00
" "	Interior fittings...	J. T. Schell..	July 3, 1909	1,377 00
Vancouver, Post Office.	" ...	The Berlin Interior Hardwood Co., Ltd..... .	Aug. 30, 1909	12,350 00
" Custom House.	" ...	The Berlin Interior Hardwood Co., Ltd.... .	Feb. 1, 1910	4,150 00
Victoria, Detention Hospital.	Elect. fixtures...	Hinton Electric Co., Ltd..	Nov. 4, 1909	1,100 00
HARBOURS AND RIVERS.				
Nova Scotia.				
Annapolis Royal.	Ice pier—Construction of....	The Nova Scotia Construction Company, Limited..	May 18, 1909	46,736 00
*Cheticamp,	Dredging	The Dom. Dredging Company, Limited	" 29, 1909	Sch. of prices
*Digby	"	Maritime Dredging and Construction Company .	" 29, 1909	" "
*Fourchu	"	Cape Breton Dredging Co., Limited...	" 29, 1909	" "
*La Have River	"	The W. J. Poupore Company, Limited	" 29, 1909	" "
Petit de Grat	"	Beazley Bros., Limited....	June 30, 1909	" "
*Red Islands	"	The W. J. Poupore Company, Limited	May 29, 1909	" "
*Yarmouth	"	The Dom. Dredging Company, Limited.....	" 29, 1909	" "
Prince Edward Island.				
Tignish, Harbour Works.....		J. H. and E. M. Myrick..	June 4, 1909	23,952 00
New Brunswick.				
Bathurst,	Dredging..... . .	A. and R. Loggie.....	May 29, 1909	Sch. of prices
Campbellton	"	A. and R. Loggie.....	Oct. 18, 1909	59 p.c. yard
Cape Bald,	Breakwater—Construction of.....	E. A. Wallberg..... ...	April 20, 1909	32,890 00
*Caraquet,	Dredging.	A. and R. Loggie.....	May 29, 1909	Sch. of prices
Cummings Cove,	Wharf—Construction of.....	Thos. P. Charleson.....	Jan. 21, 1910	16,890 00
Leonardville, Deer Island,	Wharf—Construct. of.	Thos. P. Charleson.....	Sept. 13, 1909	9,895 00
Lorneville,	Extra works to Breakwater.... . .	James E. Kane..	Aug. 6, 1909	1,155 00
*Miramichi Riv. (near Barnaby's Island)	Dredging	Peter England	May 29, 1909	Sch. of prices
*Miramichi Bay,	Dredging...	The W. J. Poupore Company, Limited.....	" 29, 1909	" "
Moncton, Public Wharf—Extension to.		Oscar and Warren Downey	Nov. 11, 1909	17,600 00
*Oromocto Shoals,	Dredging.....	Maritime Dredging and Construction Co.....	May 29, 1909	Sch. of prices
Pink Rock, Wharf Extension and Breakwater....		Thos. P. Charleson	July 22, 1909	10,440 00
Quaco, Extension to Breakwater.....		John Burns & T. P. Charleson	April 22, 1909	7,479 36
St. John, Beacon Bar,	Dredging.....	Maritime Dredging and Construction Company..	May 10, 1909	Sch. of prices

*Contracts awarded in 1908 renewed by virtue of an Order in Council, dated the 29th day of May, 1909.

No. 1.—CONTRACTS let by the Department of Public Works of Canada, &c.—*Continued.*

Works.	Names of Contractors.	Date of Contract.	Amount.
HARBOURS AND RIVERS—*Continued.*			$ cts.
Quebec.			
*Batiscan River. Dredging	Dufresne, Turcotte & Marchildon	May 29, 1909	Schedule of prices.
Chapeau, Concrete piers. Construction of	V. L. & J. J. Fallon	March 24, 1910	14,875 00
*Chicoutimi, (Saguenay River). Dredging	The General Construction Company	May 29, 1909	Schedule of prices.
Chicoutimi. Sewer pipe in front of wharf	Thaddée Desbiens	July 29, 1909	375 00
*Fraserville. Dredging	The W. J. Poupore Company, Ltd	May 29, 1909	Schedule of prices.
Kippewa River. Dam and sluiceways. Construction of	Morrow & Beatty	Nov. 20, 1909	26,210 00
Lévis, Dry dock. Supply of coal	Robitaille & Company.	Aug. 14, 1909	Schedule of prices.
*Louiseville, (River du Loup en haut). Dredging.	The W. J. Poupore Company, Ltd	May 29, 1909	"
Long Sault Rapids, Concrete dam, &c. Construction of	T. Kirby & R. G. Stewart.	July 22, 1909	108,050 00
Matapedia. Proposed highway approach	D. W. B. Reid	Sept. 4, 1909	14,768 30
*Rigaud. Dredging	L. Cohen & Son	May 29, 1909	Schedule of prices.
*St. Francis River. Dredging	The W. J. Poupore Company, Ltd	" 29, 1909	"
St. Liguori. Ice breaker. Construction of	Eugène Patenaude	Nov. 4, 1909	1,185 00
*St. Maurice (mouth). Dredging	Antoine St. Pierre	May 29, 1909	Schedule of prices.
*St. Pierre Les Becquets. Dredging	The Canada Improvement Company	" 29, 1909	"
St. Placide "	L. Cohen & Son	Sept. 11, 1909	"
*Yamachiche "	The W. J. Poupore Company, Ltd	May 29, 1909	"
*Yamaska "	" " "	" 29, 1909	"
Ontario.			
Cobourg. Dredging	W. E. Phin	Aug. 4, 1909	Schedule of prices.
*Fesserton "	Penetanguishene Dredging Company	May 29, 1909	"
Fort William, Harbour improvements. Supply of timber	Mason, Gordon & Company	" 11, 1909	119,782 30
Fort William, Wharfs. Construction of	H. Smith & J. J. Heney	Sept. 7, 1909	222,675 35
*Goderich. Dredging	W. L. Horton	May 29, 1909	Schedule of prices.
*Kincardine "	" "	" 29, 1909	"
Latchford. Dam and sluiceways across Montreal River	Sinclair & Campbell	Jan. 28, 1910	38,705 00
Mission & Kaministiquia Rivers. Dredging	Great Lakes Dredging Company, Ltd	June 4, 1909	Schedule of prices.
Pelee Island. Dredging	The Chatham Dredging Company	" 29, 1909	10c. p. c. y.
*Point Edward "	Manley & Company	May 29, 1909	Schedule of prices.
Port Arthur, Fish dock. Dredging	W. E. Phin	June 28, 1909	"
*Port Arthur. Dredging	Great Lakes Dredging Company, Ltd	May 29, 1909	"
*Port Burwell "	Canada Construction and Dredging Company	" 29, 1909	"
*Port Hope "	W. E. Phin	" 29, 1909	"
*Rondeau "	Canada Construction and Dredging Company	" 29, 1909	"
*Telegraph Island "	R. Weddell & Company	" 29, 1909	"

* Contracts awarded in 1908, renewed by virtue of an Order in Council, dated the 29th day of May, 1909.

No. 1.—Contracts let by the Department of Public Works of Canada, &c.—*Continued.*

Works.	Name of Contractors.	Date of Contract.	Amount.
Harbours and Rivers—*Concluded.*			$ cts.
Ontario—Continued.			
*Tiffin Dredging	Canadian Dredge and Construction Co., Ltd	May 29, 1909	"
*Victoria Harbour "	" "	" 29, 1909	"
Wallaceburg "	Manley Dredging Company	July 6, 1909	P. c.y. 0.23c.
*Waubaushene "	Penetanguishene Dredging Company	May 29, 1909	Schedule of prices.
*Wingfield "	The C. S. Boone Dredging & Construction Company.	" 29, 1909	"
Manitoba.			
St. Andrews Rapids. Self operating sluice valves.	The Victoria Foundry Company	Nov. 2, 1909	5,857 00
St. Andrews Rapids. Lock gate operating machinery	" " "	" 2, 1909	3,985 00
Vessels Dredges and Plant.			
Construction of two steel hopper scows	Toronto Shipyard	April 6, 1909	26,100 00
Supply of oils and greases for dredging plant	McColl Bros., Ltd	" 8, 1909	1,138 17
Supply of manilla rope for dredge	Lewis Bros., Ltd	" 7, 1909	5,375 27
Tug service for dredges '*Montague*' and '*Prince Edward*' for 1909	The Island Tug Company, Ltd	June 30, 1909	25 00 per day each
Supply of timber for dredges	Cameron & Company, Ltd.	Nov. 22, 1909	19,370 00
Construction of steam tug for dredge *No. 3*	The W. H. Kelly Company.	Jan. 10, 1910	7,500 00
Construction of twin screw tug	Polson Iron Works, Ltd.	" 11, 1910	8,475 00
Construction of a Fitzgibbon boiler for dredge '*Mattawa*'	P. J. Powers & Co., Ltd.	Dec. 11, 1909	1,300 00
Construction of 2 dumping scows for dredge '*Deschesnes*'	James Baillie	Feb. 2, 1910	4,550 00
Construction of one (1) compound inverted surface condensing engine for '*Storm King*'	F. X. Drolet	Jan. 29, 1910	6,500 00
Supply of wood for dredge '*Lac St. Jean*'	F. X. Larche	Feb. 9, 1910	1,292 50
Supply of wood for dredge *No. 2*	The W. H. Kelly Lumber Company	" 28, 1910	725 00
Supply of oil and grease for Government tugs and dredges in Ontario and Quebec	National Oil Company of Canada	March 23, 1910	Schedule of rates.
Supply of wood for dredge *No. 2*	The W. H. Kelly Lumber Company	May 17, 1909	516 25
Supply of coal for Government tugs and dredges in Quebec	The Canadian Import Company	" 14, 1909	20,885 00
Supply of wood for dredge '*Queen*'	W. G. Armstrong	" 4, 1909	200 cords at $2.50 p. cd.

No. 2.—STATEMENT of properties purchased or sold by the Department of Public Works of Canada, from April 1, 1909, to March 31, 1910.

Date of Conveyance.	Vendors.	Purchasers.	Description of Property.	For what Purpose.	Area.	Price.
1909.						$ cts.
April 1	Dominion Life Assurance Company.	His Majesty	Lot No. 5, Waterloo, Ont	Site Pub. Bulding	32 perches	5,000 00
" 2	John McDonald	"	Lot No. 20. Tillsonburg, Ont	"	60 x 100 ft	5,500 00
" 3	Housser Armstrong Company	"	Lot No. 472, Portage La Prairie—Man	Armoury	1 acre	6,500 00
" 6	John Corley *et ux*	"	Lot No. 13, Mount Forest, Ont	Public Building		3,600 00
" 7	Minnie Rankin *et vir*	"	Lot No. 13, Seaforth, Ont	"	60 x 132 ft	2,700 00
" 7	Dvd. McAllister *et al*	"	Land at McAllister, N.B	Right of way to wharf		1 50
" 8	Wm. T. Box *et ux*	"	Lot No. 16, Seaforth, Ont	Site Pub. Building		1,300 00
" 10	Town of Grand Falls, N.B	"	Parts of lots 15, 16—Block 8, Grand Falls, N.B	"		900 00
" 10	Matthew Hastie *et ux*	"	Lot No. 22, Harriston, Ont	"		450 00
" 13	Geo. E. Hodson	"	Lot 5 and 7, Block 12—Lloydminster, B.C	Armoury Site		1,500 00
" 13	R. McDonald *et ux*	"	Land at Marble Mountain, N.S		23, 340 sup. ft	400 00
" 14	Wm. Mitchell & Alf. Curry	"	Portion of lots 29 and 30, Block "C" Souris, Man.	Site Pub. Building		5,000 00
" 15	D. MacLachlan *et ux*, and K. Sanders	"	Lands—Marble Mountain, N.S	Wharf	3,660 ft	1 00
" 16	Polson Iron Works Ltd	"	Bill, of Sale dredge "Sir Wilfrid"	Gov't. purposes		90,000 00
" 17	J. W. McKenzie	"	Land—Marble Mountain, N.S	Wharf	270 sup. ft	1 00
" 19	K. De LaRue	"	Lots 29, 30 and 31, block 60, Lethbridge, Alta	Armoury	75 x 125 ft	1,500 00
" 23	Michaud & Levesque	"	Part of lot 5, Sturgeon Falls, Ont	Site Pub. Building		2,000 00
" 26	Highland Society of New Brunswick	"	Part of lot 35, Chatham, N.B	Armoury	1 acre	6,000 00
" 27	His Majesty	Mrs. H. A. Gray	Sale of Cottage, Wards Island, Toronto, Ont	Private enterprise		500 00
" 28	Joseph Richard	His Majesty	Land—Richibucto Cape, N.B	Breakwater	¼ acre	50 00
" 28	Wilfrid Desjardins	"	Cadastral lots 144 and 228, Ste. Thérèse, Que	Site Pub. Building		5,000 00
" 29	Ls. G. E. Goulet	"	Lot No. 68, St. Hilaire, P.Q	"	5,476 sqi. ft	1,200 00
" 29	J. E. Robillard	"	Sale of Barge "Beauport"	Gov't. purposes		2,100 00
" 29	Trustees United Baptist Church of Canning, N.S	"	Land at Canning, N.S	Armoury Site		3,000 00
" 30	C. J. Mickle *et ux*	"	Land at Chesley, Ont., lot No. 26	Pub. Building, Site		3,800 00
May 1	J. Wilson *et ux*	"	Lot No. 1, Listowell, Ont	"	9 sqr. perches	2,525 00

"	1	Clara Morrison	"	Lot No. 3, Listowell, Ont	"	8½ sqr. perches	650 00
"	1	J. W. Scott *et ux*	"	Lot No. 2, Listowell, Ont	"	8 perches	700 00
"	4	Auguste Richard	"	Cadastral lot No. 222, Cap St. Ignace, Q	Wharf	15,625 sqr. ft	100 00
"	4	Mitchell Estate, Jane	"	Land, etc., Fairville, N.B	Pub. Building, Site	5,720 sqr. ft	2,000 00
"	6	Trustees of E. J. Smith	"	Land at Shediac, N.B	Wharf	2 1/100 acres	200 00
"	7	Chas. Noreau *et al*	"	Strip of land, St. Roch de Québec	Public Building		Expropriation.
"	8	Mary Ann McCormick	"	Lot No. 148, Sudbury, Ont	"		12,000 00
"	8	Harriston Shoe Company, Ltd. *et al*	"	Lot No. 22, Harriston, Ont	"		2,550 00
"	10	Dr. S. Archibald	"	Lots 1 and 2, block 63, Strathcona, Alta	Public Building		10,500 00
"	10	Angus McLeod	"	Lots 1 and 2, block 97, Strathcona, Alta	Armoury		3,000 00
"	10	Adolphus Gillies *et ux*	"	Land—Shelburne, N.S	Pub. Building (Site)		544 11
"	17	H. Condon *et uxor*	"	Property on Sussex St., Ottawa, Ont	"		17,500 00
"	17	Napoléon Jeannotte	"	Lot No. 354, St. Mary's Ward, Montreal, Quebec	"		13,000 00
"	19	Murphy *et al*	"	Property, Sussex St., Ottawa, Ont	"		20,000 00
"	21	Margaret Hayes *et vir et al*	"	Property, Sussex St., Ottawa, Ont	"		20,000 00
"	28	Jos. Adam Brown *et ux*	"	Land at Durham, Ont	Armoury Site	5,000 sq. ft	100 00
"	31	Certificate of Title, in favour of	"	S. 60 ft. of lots 19, 20, 21, 22 block 11, Lethbridge, Alta	Immg. B'ld'g		2,200 00
June	4	Henri Pepin	"	Easterly part of lot 132, Arthabaska, Que	Site Pub. B'ld'g		2,500 00
"	9	Geo. S. Denton	"	Part of lot 31, Scotchtown, N.B	Right of way to wharf	1/100 acre	1 00
"	19	Geo. C. Hurdman	"	Bill of Sale of Dredge & Scows	Gov't purposes		6,500 00
"	22	John E. Stecker *et ux*	"	Land at Oromocto, N.B	Wharf	¼ acre	200 00
"	25	Chs. F. Dow *et ux*	"	Land—Harvey Bank, N.S	"	54/100 acre	400 00
"	25	Corporation of Mitchell, Ont	"	Land—Part of lot No. 62, at Mitchell, Ont	Pub. Building, Site	75 x 105 ft	1,600 00
"	26	Restigouche Salmon Club	"	Land at Matapedia, P.Q	Right of way to bridge	1 3/100 acre	1 00
July	2	Harriet West *et al*	"	Lot No. 20, block 3, Wetaskiwin, Alta	Site Pub. Building		9,000 00
"	9	D. A. Brebner	"	Lot No. 5 and part of lot Letter "Q" Sarnia, Ont	"		5,500 00
"	13	Shadrach Bancroft *et ux*	"	Land at White Head, Grand Manan, N.B	Appr. to wharf	1/100 of acre	1 00
"	18	James A. MacDonald *et ux*	"	Strip of land at Castle Bay, N.S	Right of way to wharf	30 x 2750 ft	1 00
"	21	Richelieu & Ont. Navigation Co. Ltd	"	Land and wharf at Contrecœur, Que	Gov't. purposes		2,000 00
"	22	Grand Trunk Pacific Ry. Company	"	Land at Fort William, Ont	National Harbour	13 40/100 acres	1 00
"	31	Alf. T. Worger	"	Land—French Village, N.S	Wharf	975 sqr ft	100 00
August	12	Alf. J. Brassard	"	Lots 139 and 142, Roberval, P.Q	"		4,000 00
"	19	Amy I. Wannamaker *et vir*	"	Land at the Range, Waterboro, N.B	"	388 sqr. ft	75 00
"	21	The Campobello Corporation Ltd	"	Land at Campobello, N.B	"	2/100 acre	1 00
"	21	Mary McDonald	"	Land at Castle Bay, N.S	Right of way	30 x 2750 ft	1 00
"	23	Robert Dion	"	Land at Sheet Harbour, N.S	Wharf	5,344 sqr. ft	65 00

No. 2.—STATEMENT of properties purchased or sold by the Department of Public Works of Canada, &c.—*Continued.*

Date of Conveyance.	Vendors.	Purchasers.	Description of property.	For what Purpose.	Area.	Price.
1909.						$ cts.
Sept. 3	Suzan McLaren.....	His Majesty.....	Lot No. 6, Concession F, Island No. 1, Fort William, Ont.	Harb. improvments.	$\frac{48}{100}$ acre	480 00
" 3	P. & D. McKeller...	"	Lot No. 6, Con. F, Island No. 1, Fort William, Ont.....	"	$\frac{48}{100}$ acre.....	480 00
Sept. 17	Sarah Dunn *et al*....	"	Land—Monk's Head, N.S.....	For Canal.....	8,364 sqr. ft.....	150 00
Oct. 2	M. J. Nelson *et ux*	"	Land—Youngscove, N.B.....	Wharf.....	250 ft. & $\frac{0}{10}$ sq.yd.	50 00
" 12	C. A. Never *et vir*...	"	Land—Lower Jemseg, N.B.....	Appr. to wharf	2,844 sqr. ft.....	1 00
" 13	His Majesty.....	Ottawa Terminals Ry. Co'y.....	Portion of Major's Hill Park, Ottawa, Ont.....	Hotel site.....	26,468 sqr. ft....	100,000 00
" 21	.....	His Majesty.....	Land—Latchford, Ont.....	For dam.	$\frac{83}{100}$ acre.....	Exp'n. of land.
" 28	J. R. Booth.....	"	Land—Kippewa, Ont.....	"	$1\frac{83}{100}$ acre.....	"
" 28	Temiscaming & Nort'n. Ont. Ry. Co.	"	{Lots 121, 130, 139, 147, 155, 163, 170, 177, 198 and 208, at Latchford, Ont.....	"	.....	800 00
Nov. 5	.....	"	Lands—Township of Poitras, Nipissing, Ont.....	"	$43\frac{70}{100}$ acres.....	Exp'n. of land.
" 10	Allen Mosher *et al*..	"	Land—Cummings' Cove, N.B.....	For wharf.....	$\frac{33}{100}$ acre.....	100 00
" 12	His Majesty.....	Sanitary Laundry Co'y. Ltd.....	Lot No. 8, block "C" Prince Albert, Sask.....	Private enterprise...	.....	1,100 00
" 13	John D. McDonald *et al*.....	His Majesty.....	Land—Seaside, N.S.....	Appr. to wharf	10,824 sqr. ft....	75 00
" 30	J. B. Landry & J. W. Dumas.....	"	Lands—Grande Anse, N.B	"	.....	40 00
Dec. 10	Wm. Paul	"	Bill of Sale Yacht "Fast '.....	Gov't. purposes.....	.....	3,500 00
" 31	Richard W. Rae *et al*	"	Land—Ray's Creek, N.S	Appr. to wharf	$\frac{19}{100}$ acre.	80 00
1910.						
March 7	John C. Kane. ...	"	Bill of Sale Tug "J. B. Whitherbee".....	Gov't. purposes.....	.....	12,000 00
" 17	Jas. Brown.....	"	Lands—Craven Dam, Sask	"	.....	47,260 33
" 29	W. E. Palmer *et al*..	"	Land—Owl's Head, N.S.....	Wharf	7,425 sqr. ft.....	50 00

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, July 29, 1910.

J. A. CHASSÉ,
Law Clerk.

No. 3.—STATEMENT of Properties leased to and by the Department of Public Works from April 1, 1909, to March 31, 1910.

Date of Lease.	Lessors.	Lessees.	Description of Property.	For what purpose.	Duration of Lease.	Rental.
1909						$
April 2	Joseph Nice	His Majesty	Building at Stettler, Alta	Immig. purposes	Monthly tenancy	25 00 p. m.
" 5	Thomas Fleming	"	Building—Sparks St., Ottawa, Ont.	Military purposes	5 years	960 00 p. a.
" 10	J. C. Brennan	"	Rooms "Trafalgar Building," Ottawa, Ont	Annuities Branch	5 years	950 00 p. a.
" 13	Edith Taylor	"	Premises in Corry Building, Ottawa, Ont	Gov't purposes	5 years	10,200 00 p. a.
" 16	City of Moosejaw	"	Lots Nos. 27 and 28, Block 125, Moosejaw	Immig. purposes	5 years	100 00 p. a.
" 22	Town of Battleford	"	Lots 41-42, Battleford, Sask.	Immig. purposes	10 years	Tax to be paid for rental
" 23	His Majesty	Canadian Shoe Machinery Co., Ltd.	"Carrier & Lainé Property," Lévis, Que.	Private enterprise	30 years	160,000 for whole period
" 27	Fred. Weiss & Son	His Majesty	Building at Irvine, Alta	Immig. purposes	1 year	180 00 p. a.
" 28	Joseph Lauzon	"	Land—Notre Dame de la Salette, Que	Right of way	1 year	50 00 p. a.
" 29	John Burn	"	Building at Sedgewick, Alta	Immig. purposes	7 months	210 00 for whole period
May 1	Royal Trust Co.	"	Premises on Wellington street, Ottawa, Ont	International Boundary Commission	2 years	1,100 00 p. a.
June 19	His Majesty	John Reid	Lot No. 1, Block 13, New Westminster, B.C.	Private enterprise	15 months	125 00 for whole period
" 22	Estate S. Delorme	His Majesty	Premises—St. Paul street, Montreal, Que	Militia and Defence	5 years	2,000 00 p. a.
" 23	Bank of Hochelaga	"	Rooms—Hochelaga Bk Building, Quebec	Agriculture	2 yrs. 11 mos.	350 00 p. a.
July 5	Municipality of Trois Pistoles	"	Premises at Trois Pistoles, Que	Post Office	1 year — renewable	100 00 p. a.
" 7	Imperial Realty Co., Ltd	"	Premises—Queen street, Ottawa, Ont	Railway Commission	5 years	5,300 00 p. a
" 20	His Majesty	Alex. Winter	Premises at Seaforth, Ont.	Private enterprise	during pleasure	135 00 for whole period
" 20	"	M. T. Box	Premises at Seaforth, Ont.	" "	" "	65 00 for whole period
" 27	J. T. Polly	His Majesty	"Clarified Milk Property, Kingston, Ont	Military purposes	5 years	1,000 00 p. a.
" 30	Ovide Carrier	"	Premises at Black Lake, Que.	Post Office	1 year — renewable	156 00 p. a.
" 30	His Majesty	J. R. Booth	Land—93,870 square feet, Ottawa, Ont	Private enterprise	21 years—renewable	208 00 p. a.
" 30	"	J. C. Robitaille	Land—part of lot 43, 6,163 sup'l ft., Lévis, Que.	" "	During pleasure	1 00 p. a.
Sept. 1	"	John Corley	Premises—Mount Forest, Ont.	" "	" "	180 00 for whole period
" 21	Thistle Estate	His Majesty	Rooms in Thistle Building, Ottawa, Ont.	Mines Branch Dept.	25 months	1,100 00 p. a.

No. 3.—STATEMENT of Properties leased to and by the Department of Public Works, &c.—*Continued.*

Date of Lease.	Lessors.	Lessees.	Description of Property.	For what purpose.	Duration of Lease.	Rental.
1909						$
Sept. 21	His Majesty	M. Allard	Premises at Sudbury, Ont.	Private enterprise	During pleasure.	300 00 p. a.
" 27	"	Executors Arch. McArthur	Premises at Chesley, Ont	" "	" "	65 00 for whole period.
Oct. 1	Merchants Bank of Canada	His Majesty	Rooms in Merchants Bank Building, London, Ont	For Dist. Engineer	3 years	500 00 p. a.
" 18	Canadian Bank of Commerce	"	Rooms in Bank Building, St. John, N. B.	" "	10 months	500 00 for whole term.
" 18	Richelieu & Ontario Navigation Co.	"	Rooms in Richelieu & Ontario Nav. Co. B'ld'g, Quebec	Inland Revenue	monthly tenancy	75 00 p. m.
" 18	His Majesty	H. W. Sherwood	Premises No. 524 Sussex street, Ottawa, Ont	Private enterprise	" "	20 00 p. m.
" 30	The Ottawa Building Co., Ltd.	His Majesty	Premises on Wellington street, Ottawa, Ont.	Gov't purposes	5 years	1,840 00 p. a.
Dec. 7	John New	"	Premises No. 585 Bloor street W., Toronto, Ont.	Postal Station "E"	monthly tenancy	60 00 p. m.
" 10	Canadian Pacific Ry. Co.	"	Premises—Winnipeg, Man	Postal Station "A"	2 years	2,050 00 p. a.
" 13	Canadian Bank of Commerce	"	Rooms in Bank Building, St. John, N.B.	For Dist. Engineer	3 years	950 00 p. a.
" 23	J. C. Brennan	"	Offices "Trafalgar Building, Ottawa, Ont	Gov't offices	3½ years—renewable	11,964 00 p. a.
" 28	His Majesty	J. B. Robert *et al*	Lease of feeder and land, River St. Louis, Beauharnois, Q.	Private enterprise	21 years—renewable	1 00 p. a.
1910						
Jan. 15	"	Joseph M. Duguay	Premises No. 416 Sussex street, Ottawa, Ont.	" "	monthly tenancy	16 00 p. m.
" 19	"	C. Bowes	Portion of old Post Office Building, Victoria, B.C.	" "	3 years	135 00 p. m.
" 19	"	Simon Leiser	" " "	" "	3 years	100 00 p. m.
" 19	"	Standard Stationery Co	" " "	" "	3 years	120 00 p. m.
" 19	"	Danes & Rucklaber	" " "	" "	3 years	100 00 p. m.
Feb. 15	"	Ottawa Delicacy Food Co	Premises No. 506 Sussex street, Ottawa, Ont.	" "	monthly tenancy	16 00 p. m.
" 15	Dr. J. E. Hanna	His Majesty	"Regal Building," Ottawa, Ont	Labour Dept., etc	5 years—renewable	16,095 73 p. a.
" 23	Alex. Mullin	"	Premises Bloor street, Toronto, Ont.	Postal Station "E"	1 year	720 00 p. a.
March 1	School District of Virden	"	School Building, Virden, Man	Immig. purposes	monthly tenancy	250 00 for whole term.
" 11	His Majesty	Ottawa Electric Co.	Land—Victoria Island, Ottawa, Ont.	Private enterprise	During pleasure.	5 00 p. a.

"	23	Great North Western Telegraph Co....	His Majesty.....	Room in Great North Western Telegraph Co's. Building..	Conservation Com'n.	" "	360 00	p. a.
"	24	His Majesty.....	Albert Paquette....	Land-Pond Creek, Ottawa River, Hull, Que.....	Private enterprise...	" "	1 60	p. a.
"	24	J. C. Brennan	His Majesty..... ..	Rooms (2) Trafalgar Building, Ottawa, Ont....	Annuities Branch ..	Yearly tenancy..	500 00	p. a.
"	30	Grand Trunk Pacific Development Co., Ltd	"	Lots 27, 28 and 29, Block 6, Unity, Sask.....	Site—Immig. Hall..	21 years.... ...	1 00	p. a.
March	31	His Majesty	A. Patterson..	Premises 482 Sussex street, Ottawa, Ont.	Private enterprise...	monthly tenancy	20 00	p. m.
"	31	"	D. Choquette..... .	Premises 501 Sussex street, Ottawa, Ont	" "	" "	15 00	p. m.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, JULY 29th, 1910.

J. A. CHASSÉ,
Law Clerk.

LIST

OF SOME OF THE

ACTS OF PARLIAMENT

PASSED AT THE SESSION OF 1909-10

HAVING REFERENCE TO THE

DEPARTMENT OF PUBLIC WORKS, OR WORKS UNDER ITS CHARGE.

List of some of the Public Acts of the Parliament of Canada, passed at the Second Session of the Eleventh Parliament, begun and holden at Ottawa, on the Eleventh day of November, 1909, and closed by Prorogation on the Fourth day of May, 1910, and having reference to the Public Works Department or works under its charge (9-10 Edward VII.)—

Subject.	Full Title of the Statute.	Chapter	Page in Statute Book.
Sums granted to His Majesty for the financial years ending respectively March 31, 1910, and March 31, 1911, and the purposes for which they are granted.	An Act for granting to His Majesty certain sums of money for the public service of the financial years ending respectively March 31, 1910, and March 31, 1911.	1	3
	An Act for granting to His Majesty certain sums of money for the public service of the financial year ending March, 1910.	2	57
	An Act for granting to His Majesty certain sums of money for the public service of the financial year ending March 31, 1911.	3	63
Government Subsidies	An Act to encourage the construction of dry docks.	17	169
Construction of bridges, booms, wharfs, &c.	An Act to amend the Navigable Waters Protection Act.	44	389
Annual grant increase.....	An Act respecting the City of Ottawa.	45	391

N.B.—By proclamation dated May 28, 1909, regulations were made for the operation of the booms and works on the North Thompson river, B. C., during the season of 1909, subject, however, to amendments. *(Vide Canada Gazette,* Vol. xlii., p. 3445*)*.

By proclamation dated March 7, 1910, the tariff of tolls proposed to be levied by the Upper Ottawa Improvement Company, Limited, of Ottawa, Ont., for the use of their works during the season of 1910, were approved. (*Vide Canada Gazette,* Vol. xliii., p. 2767.)

By proclamation dated March 7, 1910, the tariff of tolls proposed to be levied by the French River Boom Company, Limited, for the use of their works during the season of 1910, were approved. (*Vide Canada Gazette,* Vol. xliii., p. 2768.)

J. A. CHASSE,
Law Clerk.

Department of Public Works,
Ottawa, July 29, 1910.

NATIONAL ART GALLERY

CURATOR'S REPORT

FOR THE FISCAL YEAR ENDED MARCH 31, 1910

NATIONAL ART GALLERY.

OTTAWA, July 20, 1910.

D. EWART, Esq., I.S.O.,
Chief Architect.

SIR,—I have the honour to report the following additions, by purchase, to the collection, during the fiscal year ended March 31, 1910, viz:—

OIL PAINTINGS.

Four Calves, by Franklin Brownell, R.C.A.	$175
A Winter Scene, by A. Suzar Coté	300
Portrait of the Rt. Hon. Sir Wilfrid Laurier, by A. Suzar Coté	500
Old Mill, by J. S. Gordon	300

MISCELLANEOUS.

Wheelbarrow used by Lady Head in turning the first sod of the E. N. A. railway (I.C.R.) in 1853	200

During the fiscal year the number of visitors who registered was 11,939.

I have the honour to be, sir,
Your obedient servant,

WALTER R. BILLINGS,
Acting Curator N.A.G.

NAMES OF THE CHIEF OFFICERS

OF THE

DEPARTMENT OF PUBLIC WORKS

WITH

DATES OF APPOINTMENT, ETC., FROM 1841 TO 1910.

NAMES OF THE CHIEF OFFICERS.

The names and dates of the appointment, &c., of the principal Officials of the Department of Public Works, from 1841 to 1910.

Names.	Capacity or office.	Date of Appointment. Served. From	To
Under Statute 4-5 Vic., Chap. 38.			
CORPORATION BOARD OF WORKS.			
Killaly, Hon. H. H. Daly, Hon. D. Harrison, S. B. Sullivan, R. B. Davidson, J., Esq.	Chairman Members	Dec. 29, 1841	Oct. 3, 1844
Begly, Thomas A.	Secretary	Aug. 17, 1841	
Keefer, Samuel.	Chief Engineer	" 17, 1841	
Rubidge, F. B.	Architect and Assistant Chief Engineer	Dec. 15, 1841	
NEW BOARD OF WORKS.			
Killaly, Hon. H. H. Daly, Hon. D. Draper, Hon. W. H. Morris, Hon. W. Papineau, Hon. D. B.	Chairman Members	Oct. 4, 1844	June 8, 1846
Under Statute 9th Vic., Cap. 37, &c.			
Robinson, Hon. W. B.	Chief Commissioner	June 22, 1846	Mch. 10, 1848
Taché, Hon. E. P.	"	Mch. 11, 1848	Nov. 26, 1849
Chabot, Hon. J.	"	Dec. 13, 1849	Mch. 31, 1850
Merritt, Hon. W. H.	"	April 8, 1850	Feb. 11, 1851
Bourret, Hon. J.	"	Feb. 12, 1851	Oct. 27, 1851
Young, Hon. John.	"	Oct. 28, 1851	Sept. 22, 1852
Chabot, Hon. J.	"	Sept. 23, 1852	Jan. 26, 1855
Lemieux, Hon. F.	"	Jan. 27, 1855	Nov. 25, 1857
Alleyn, Hon. C.	"	Nov. 26, 1857	Aug. 1, 1858
Holton, Hon. L. H.	"	Aug. 2, 1858	" 6, 1858
Sicotte, Hon. L. V.	"	" 7, 1858	Jan. 10, 1859
Rose, Hon. John.	"	Jan. 11, 1859	June 12, 1861
Cauchon, Hon. Jos.	Commissioner	June 13, 1861	May 23, 1862
Tessier, Hon. U. J.	"	May 24, 1862	" 27, 1863
Drummond, Hon. L. T.	"	" 28. 1863	July 23, 1863
Laframboise, Hon. M.	"	July 24, 1863	Mch. 29, 1864
Chapais, J. C.	"	Mch. 30, 1864	June 30, 1867
Casgrain, Hon. Chas. Eus.	Second Commissioner	July 9, 1846	Feb. 29, 1848
Cameron, Hon. M.	Assistant Commissioner	Mch. 11, 1848	" 1, 1850
Wettenhall, James, Esq.	"	Feb. 2, 1850	April 16, 1850
Bourret, Hon. Jos.	"	April 17, 1850	Feb. 11, 1851
Killaly, Hon. H. H.	"	Feb. 12, 1851	May 6, 1859
Keefer, Samuel.	Deputy Commissioner	May 6, 1859	Mch. 7, 1864
Trudeau, Toussaint.	"	Mch. 8, 1864	May 29, 1868
Begley, Thos. A.	Secretary	Feb. 10, 1841	Oct. 31, 1857
Trudeau, Toussaint.	"	Dec. 13, 1859	Mch. 7, 1868
Braun, Frederick	"	Mch. 8, 1864	July 1, 1864
Page, John.	Chief Engineer	Oct. 31, 1873	Oct. 1, 1879

The names and dates of the appointment, &c., of the principal Officials of the Department of Public Works, from 1841 to 1910—*Continued.*

Names.	Capacity or office.	Date of Appointment. Served. From	To
Under Statute 31 Vic., Cap. 12.			
McDougall, Hon. Wm	Minister	July 1, 1867	Dec. 7, 1869
Langevin, C. B., Hon. Hector L	"	Dec. 8, 1869	Nov. 6, 1873
Mackenzie, Hon. Alexander	"	Nov. 7, 1873	Oct. 16, 1878
Tupper, C.B., K.C.M.G., Sir Charles	"	Oct. 17, 1878	May 19, 1879
Langevin, C.B., K.C.M.G., Sir Hector L	"	May 20, 1879	Aug. 11, 1891
Smith, Hon. Frank	Acting Minister	Aug. 14, 1891	Jan. 10, 1892
Ouimet, Hon. Joseph Aldéric	Minister	Jan. 11, 1892	April 30, 1896
Desjardins, Hon. Alphonse	"	May 1, 1896	July 12, 1896
Tarte, Hon. J. Israel	"	July 13, 1896	Oct. 21, 1902
Sutherland, Hon. James	"	Nov. 11, 1902	May 3, 1905
Hyman, Hon. Charles S	"	May 22, 1905	Aug. 29, 1907
Pugsley, Hon. Wm	"	Aug. 30, 1907	
Trudeau, Toussaint	Deputy Minister	May 29, 1868	Oct. 1, 1879
Baillargé, G. F	"	Oct. 4, 1879	Dec. 31, 1890
Gobeil, A., I.S.O	"	Jan. 1, 1891	June 2, 1908
Hunter, James B	"	July 1, 1908	
Braun, Frederick	Secretary	" 1, 1867	Sept. 30, 1879
Chaplean, S	"	Oct. 1, 1879	Nov. 4, 1880
Ennis, F. H	"	Nov. 5, 1880	Jan. 13, 1885
Gobeil, A	"	Jan. 23, 1885	Dec. 31, 1890
Roy, E. F. E	"	" 1, 1891	" 31, 1900
Gélinas, Fred	"	June 8, 1901	July 2, 1908
Tessier, Napoléon	"	Aug. 11, 1908	June 2, 1910
Desrochers, Rodolphe Charles	"	July 1, 1910	
McPherson, D. A	Assistant Secretary	Jan. 18, 1891	April 11, 1893
Desrochers, Rodolphe Charles	"	" 8, 1896	June 30, 1910
Page, John	Chief Engineer	July 1, 1868	Oct. 1, 1879
Perley, H. F	"	Nov. 25, 1880	July 10, 1891
Coste, Louis	"	July 26, 1892	Mch. 18, 1899
Lafleur, E. D	"	Jan. 7, 1905	
Scott, Thos. S	Chief Architect	May 26, 1871	Oct. 30, 1881
Fuller, Thomas	"	Oct. 31, 1881	June 30, 1897
Ewart, David, I.S.O	"	Nov. 2, 1897	

NAMES

OF THE

OFFICIALS EMPLOYED ON THE SLIDES AND BOOMS OF CANADA

ON MARCH 31, 1910

WITH

DATES OF APPOINTMENT, SALARIES, ETC.

OFFICIALS EMPLOYED ON THE SLIDES AND BOOMS.

STATEMENT showing the Names, Dates of Appointment, Salaries, &c., of persons employed on the various Slides and Booms on March 31, 1910.

Name.	Date of Birth.	Position.	Where employed.	Date of Appointment.	Salary.	Remarks.
Collector of Public Works Revenue.					$ cts.	
E. T. Smith	Nov. 26, 1846.	Collector—First Div. Subdivision "B".	Ottawa	July 1, 1889.	$2,220 00 a year.	Date of first appointment to Crown Timber Office, Ottawa, June 23, 1864. Clerk in Dept. of Inland Revenue, July 1, 1870, to June 30, 1889. Transferred to civil list with rank of first class clerk, January 5, 1892. Chief clerk, July, 1, 1906.
James Steen	June 17, 1830.	Boatman	"	" 12, 1889.	60 00 a month.	Date of first appointment, May 26, 1861. Timber counter, Ottawa, for Dept. of Inland Revenue, January 7, 1884, to June 30, 1889.
J. Brassard	Jan. 9, 1859.	"	"	Mar. 1, 1901.	70 00 "	
Saguenay District.						
G. Bilodeau	Jan. 29, 1841.	Boom master	Chicoutimi	May 1, 1906.	75 00 "	
William Dallaire	Oct. 8, 1857.	Asst. boom master	"	April 1, 1907.	60 00 "	
Arm. Ouellet	June 15, 1879.	Boom keeper	"	May 1, 1906.	40 00 "	
Willie Dallaire	Dec. 23, 1882.	" "	"	" 1, 1906.	40 00 "	
N. Duchesne	Jan. 6, 1880.	" "	"	April 6, 1898.	40 00 "	
St. Maurice District.						
L. P. Dallaire	June 11, 1866.	Paymaster	Three Rivers	May 1, 1898.	1,000 00 a year.	
Jos. Pagé	July 7, 1845.	Boom master	Mouth of St. Maurice	Dec. 10, 1879.	75 00 a month.	
John Dick	Apr. 15, 1848.	Asst. boom master	Three Rivers	May 21, 1898.	75 00 "	
H. Bourassa	Aug. 15, 1859.	" " "	Ste. Flore	Dec. 1, 1906.	52 00 "	
Moise Masson	Dec. 29, 1845.	Boom master	Grandes Piles	Apr. 19, 1898.	75 00 "	
N. Lymburner	July 22, 1855.	"	Shawenigan Falls	July 1, 1895.	75 00 "	
Napoléon Lapointe	Mar. 15, 1872.	"	Shawenigan Bay	Nov. 12, 1906.	75 00 "	
Pierre Duchaine	Oct. 8, 1856.	"	Grand-Mère	May 7, 1907.	75 00 "	

Ottawa District.								
G. P. Brophy	Feb. 24, 1846.	Superintendent	Ottawa	July 6, 1873.	3,000 00	a year.	*Ottawa River Works:*—In addition to the above officers, &c., there are employed during the running season, one foreman on slide at $1.50, and one assistant foreman at $1.25 a day; also 25 to 30 labourers at $1 to $1.40 a working day.
J. Kent	Jan 28, 1864.	Accountant*	"	Aug. 1, 1886.	1,450 00	"	
J. C. Scott	June 27, 1865.	Asst. engineer	"	April 1, 1889.	1,850 00	"	
S. E. Smith	May 25, 1869.	Clerk	"	Nov. 7, 1904.	950 00	"	
A. A. Nantel, Miss	" 31, 1887.	Typewriter	"	July 2, 1908.	600 00	"	
Wm. Cain	Apr. 22, 1860.	Messenger	"	Jan. 1, 1892.	1 75	a day	
Geo. P. Huguet	Mar. 13, 1883.	Draughtsman	"	July 2, 1905.	1,200 00	a year.	
G. R. Nash	Oct. 16, 1882.	"	"	Aug. 26, 1904.	1,300 00	"	
D. Noonan	June 17, 1840.	Boom master	Gatineau	Mar. 21, 1878.	500 00	"	
J. Soulière	Nov. 8, 1829.	Deputy slide master.	Chandière	1858.	3 00	a day	
P. D. Chêné	May 6, 1843.	"	Hull	June 14, 1899.	1 75	"	Employed about six months.
W. A. Shirreff	Oct. 27, 1842.	"	Chats	April 26, 1898.	1 50	"	Oversees repairs in winter.
J. Tierney	June 7, 1836.	"	Arnprior	Mar. 27, 1908.	2 50	"	Actively employed about seven months.
Joseph McCrea	Mar. 26, 1859.	Boom master	Springtown	May 15, 1880.	25 00	a month	Employed about three months during season of navigation.
Patrick Barry	" 27, 1858.	Slide master	High Falls	Mar. 10, 1888.	1 50	a day	Employed four months during season of navigation. Oversees repairs in winter.
Duncan McLaren	Jan. 7, 1860.	Deputy slide master.	Portage du Fort	Sept. 7, 1881.	456 25	a year.	" "
N. Rochon	April 2, 1879.	"	Black River	Mar. 1, 1900.	480 00	"	" "
Wm. Selkirk	May 19, 1848.	"	Lower Petawawa	Jan. 19, 1900.	2 00	a day	" "
J. R. Jennings	April 28, 1843.	"	Upper Petawawa	June 2, 1905.	2 00	"	
Wm. Thomson	May 3, 1843.	"	Mountain	Sept. 2, 1879.	1 25	"	" 6 months "
S. Moolhead	" 3, 1861.	"	Calumet	Mar. 1, 1901.	1 25	"	" 6 to 7 months "
John Mullin	July 27, 1851.	"	Coulonge	April 10, 1899.	2 00	"	" 4 months "
J. F. McGuire	Dec. 16, 1842.	"	Dumoine	May 1, 1897.	2 00	"	Employed three months during season of nav. Will inspect works when required.
Jas. Carey	July 6, 1850.	In charge	Cedar Lake Dam	April 1, 1901.	2 00	"	
J. Malbœuf	Nov. 13, 1844.	Deputy slide master.	Crooked Chute	" 3, 1905.	2 00	"	
A. H. Johnson	" 28, 1839.	"	Chenaux	—— —— 1865.	2 50	"	Paid during season of navigation, seven months.
Newcastle District.							
W. T. Junkin	Nov. 2, 1867	Slide master	Fenelon Falls	Nov. 15, 1896.	100 00	a year.	Receives $360 a year as lock master from Department of Railways and Canals.
J. C. Bates		"	Burleigh	Feb. 6, 1907.	100 00	"	" "
Richelieu District.							
C. Choquette	Nov. 25, 1850.	Boom master	Beloeil Station	July 26, 1897.	100 00	"	
Burlington Channel Swing Bridge.							
J. W. Tunnis	Nov. 19, 1859.	Bridge attendant	Burlington	April 1, 1909.	54 00	a month	
D. Thompson	Mar. 2, 1866.	Bridge assistant	"	" 1, 1909.	49 50	"	Employed nine months.

*Appointed Accountant and Paymaster, October 4, 1904.

LOCKS ETC., EMPLOYEES.

STATEMENT showing the Names, Dates of Appointment, Salaries, &c.—*Continued.*

Name.	Date of Birth.	Position.	Where employed.	Date of Appointment.	Salary.	Remarks.
Burlington Channel Swing Bridge.—Continued.					$ cts.	
T. Dwyer		Bridge assistant	Burlington	April 1, 1909	49 50 a month	Employed nine months.
T. Harvey	May 22, 1863.	" "	"	" 1, 1909	49 50 "	"
Yamaska Lock.						
O. Mineau	July 4, 1844.	Lock keeper	Yamaska	Sept. 1, 1885	75 00 a month	"
H. Lambert	Aug. 20, 1844.	"	"	July 1, 1897	50 00 "	"
Rivière du Lièvre Lock.						
Hugh R. Gorman	Sept. 20, 1842.	Lock master	Rivière du Lièvre	April 15, 1897	47 75 a month	
Charles Brazeau	Dec. 23, 1862.	Labourer	" "	March 3, 1902	35 00 "	Employed eight months.
Rivière Saint-Louis, Feeder.						
Julien Monpetit	Mar. 4, 1866	Gate keeper	Rivière St. Louis	May 11, 1903	10 00 a month	

JOS. VINCENT.

NAMES

OF

PERSONS EMPLOYED ON THE VARIOUS GRAVING DOCKS

ON MARCH 31, 1910

WITH

DATES OF APPOINTMENT, SALARIES, ETC.

GRAVING DOCK EMPLOYEES.

STATEMENT showing the names, Dates of Appointment, Salaries, &c., of persons employed on the various Graving Docks, March 31, 1910.

Name.	Potion.	Where Employed.	Date of Appointment.	Salary.	Remarks.
Esquimalt Graving Dock, British Columbia.				$ cts.	
J. A. Gould	Dockmaster	Esquimalt	June 20, 1906	150 00 a month	
John Jeffcott	Engineer	"	Jan. 4, 1901	120 00 "	
F. N. Jones	Assistant engineer	"	" 8, 1901	100 00 "	
A. D. Grieve	Carpenter	"	Dec. 1, 1878	115 00 "	
J. Young	Labourer	"	June 1, 1903	65 00 "	
J. Stock	"	"	July 1, 1894	65 00 "	
Chas. Jordan	Stoker	"	" 1, 1901	70 00 "	
Joseph Apleby	"	"	Jan. 1, 1909	70 00 "	
James Isbester	Watchman	"	July 24, 1909	60 00 "	
Levis Graving Dock.					
Alf. Samson	Dockmaster	Lévis	Feb. 15, 1900	1,750 00 a year	
W. McDougall	Mechanical engineer	"	June 1, 1888	90 00 a month	
T. Després	Asst. mechanical engineer	"	July 21, 1901	70 00 "	
Casimir Bourassa	Fireman	"	Feb. 15, 1907	50 00 "	
Kingston Graving Dock.					
F. S. Rees	Dockmaster	Kingston	Apr. 1, 1897	1,400 00 a year	
James Gillie	1st engineer	"	Nov. 1, 1905	85 00 a month	
Wm. Geoghegan	Fireman	"	July 1, 1892	50 00 "	
C. Staley	Watchman	"	" 1, 1892	50 00 "	

JOS. VINCENT.

LIST

OF

ENGINEERS, ENGINEMEN, FIREMEN AND CARETAKERS

EMPLOYED IN THE

PUBLIC BUILDINGS THROUGHOUT THE DOMINION ON MARCH 31, 1910

DATES OF APPOINTMENT, SALARIES, ETC.

ENGINEERS AND CARETAKERS, PUBLIC BUILDINGS.

STATEMENT showing the Names, &c., of the Engineers, Enginemen, Firemen, Caretakers, Hoist Attendants and Watchmen employed at Dominion Public Buildings on March 31, 1910.

Place.	Building.	Name.	Date of Birth.	Position.	Date of Appointment.	Monthly Salary.	Time Employed each year.	Yearly Salary.
						$ cts.		$ cts.
Amherst.....N. S.	Post office	J. H. Chapman	Jan. 3, 1846	Caretaker	Sept. 1, 1901	33 33	12 months	400 00
Antigonish ..... "	Public building	J. C. Fraser	May 31, 1847	"	Oct. 1, 1907	33 33	12 "	400 00
Annapolis ..... "	Post office and custom house	John McKay	Oct. 26, 1847	"	April 1, 1891	33 33	12 "	400 00
Arichat ..... "	Public building	Mrs. A. DeRooch	June 30, 1868	"	May 5, 1905	12 50	12 "	150 00
Baddeck ..... "	"	D. F. McKenzie	May 20, 1848	"	Jan. 21, 1899	20 83	12 "	250 00
Bridgewater ..... "	"	Thos. Cohoon	Jan. 9, 1853	"	" 19, 1909	33 33	12 "	400 00
Canso ..... "	"	R. Sutherland	Dec. 23, 1855	"	Oct. 12, 1907	33 33	12 "	400 00
Dartmouth..... "	"	I. C. Henley	" 11, 1846	"	May 22, 1894	20 83	12 "	250 00
Digby..... "	"	F. Dennison	Nov. 8, 1841	"	Mar. 14, 1902	33 33	12 "	400 00
Glace Bay..... "	"	Mrs. J. A. Currie		"	Dec. 20, 1909	50 00	12 "	600 00
Guysborough ..... "	"	W. G. Hadley	Nov. 29, 1844	"	May 2, 1906	4 16	12 "	50 00
Halifax ..... "	Dominion building	Richard Power	Aug. 15, 1834	Engineer	Oct. 1, 1871	62 50	12 "	750 00
" ..... "	"	J. DeYoung	Dec. 8, 1860	Fireman	Nov. 28, 1904	50 00	12 "	600 00
" ..... "	Custom house	J. F. Sullivan	April 16, 1866	Asst. caretaker	July 1, 1892	16 60	12 "	200 00
" ..... "	Dominion building	J. Delaney	May, — 1848	Watchman	Jan. 6, 1906	39 00	8 "	468 00
" ..... "	Drill hall	John Crowell	Feb. 26, 1852	Engineer	Dec. 13, 1901	50 00	12 "	600 00
" ..... "	Armouries	R. Morrison	Mar. 26, 1857	Fireman	Mar. 4, 1903	50 00	12 "	600 00
" ..... "	Examining warehouse	M. O'Neil	Dec. 30, 1850	Caretaker	Oct. 1, 1897	50 00	12 "	600 00
" ..... "	Immigrant building	John Oxley	April 17, 1856	Fireman	Feb. 2, 1897	55 00	12 "	660 00
" ..... "	New custom house	J. Barnes	Dec. 3, 1857	Engineer	Jan. 28, 1907	60 00	12 "	720 00
" ..... "	" "	G. Selig	April 21, 1854	Fireman	April 26, 1907	50 00	12 "	600 00
" ..... "	" "	F. Warner	Oct. 8, 1860	"	May 1, 1907	37 50	12 "	450 00
Inverness..... "	Public building	J. R. McLennan	Jan. 22, 1857	Caretaker	Mar. 20, 1908	33 33	12 "	400 00
Kentville ..... "	"	W. Hiltz	April 30, 1864	"	Nov. 14, 1900	33 33	12 "	400 00
Liverpool ..... "	"	James Clements	June 5, 1835	"	June 27, 1900	33 33	12 "	400 00
Lunenburg ..... "	"	N. Myra		"	Aug. 1, 1909	33 33	12 "	400 00
New Glasgow. ..... "	Post office	J. A. Mutch	Dec. 13, 1840	"	Oct. 3, 1901	37 50	12 "	450 00
North Sydney ..... "	Public building	Alex. Green	July 16, 1825	"	" 31, 1897	33 33	12 "	400 00
Pictou..... "	Post office and custom house	Jas. Arbuckle	Feb. 18, 1836	"	Dec. 20, 1896	50 00	12 "	600 00
Springhill ..... "	Post office	J. A. Watt	Sept. 5, 1849	"	" 1, 1903	33 33	12 "	400 00
Sydney Mines ..... "	Public building	C. McMillan	Nov. 25, 1857	"	Jan. 19, 1905	33 33	12 "	400 00
Sydney South	Post office and custom house	Mrs. M. Keefe	Jan. 4, 1850	"	" 13, 1904	33 33	12 "	400 00
Truro.....	" "	Alex. P. Smith	May 17, 1837	"	April 1, 1897	33 33	12 "	400 00

Westville	"	Public building	J. P. Collins	Jan.	11, 1865	"	July	6, 1909	33	33	12	400 00
Windsor	"	Post office	J. A. Mosher	Nov.	16, 1841	"	Feb.	13, 1899	33	33	12	400 00
Yarmouth	"	Public building	W. H. Whelan	Dec.	23, 1841	"	Mar.	1, 1900	33	33	12	400 00
Charlottetown	P.E.I.	Dominion building	A. McKenzie	May	12, 1856	" & engineer	Nov.	1, 1896	50	00	12	600 00
"	"	"	E. Cameron	Nov.	2, 1853	Messenger	"	15, 1906	41	67	12	500 00
"	"	"	M. A. Allen	Aug.	1, 1855	"	Jan.	24, 1898	50	00	12	600 00
"	"	"	P. McKenna	"	4, 1841	Watchman	May	13, 1907	50	00	12	600 00
Georgetown	"	Public building	A. D. McPhie	Oct.	29, 1866	Caretaker	Mar.	27, 1909	6	25	12	75 00
Montague	"	"	H. L. Peardon	April	13, 1885	"	Aug.	27, 1906	13	33	12	160 00
Souris	"	"	Thos. Shea	Aug.	17, 1850	"	Dec.	8, 1906	29	16	12	350 00
Summerside	"	Dominion building	A. McSween	Sept.	25, 1835	"	Sept.	1, 1897	33	33	12	400 00
Bathurst	N.B.	Post office	J. H. Doucet	July	16, 1846	"	Mar.	26, 1906	33	33	12	400 00
Campbellton	"	Public building	W. Storey	Sept.	15, 1863	"	Sept.	13, 1907	33	33	12	400 00
Chatham	"	Post office	C. Johnston	May	18, 1856	"	Mar.	27, 1895	25	00	12	300 00
Carleton, St. John	"	"	J. C. Leonard	April	11, 1859	"	Sept.	15, 1908	33	33	12	400 00
Dalhousie	"	"	Wm. Gould	Jan.	1, 1853	"	Nov.	26, 1890	33	33	12	400 00
Fredericton	"	"	L. Yarxa	Dec.	18, 1843	"	July	1, 1900	33	33	12	400 00
Marysville	"	"	G. W. Foster	Feb.	2, 1836	"	Dec.	23, 1903	12	50	12	150 00
Moncton	"	"	E. B. Hicks	Jan.	11, 1832	"	Jan.	11, 1886	37	50	12	150 00
Newcastle	"	"	Patrick Keating	Mar.	13, 1840	"	Oct.	23, 1886	33	33	12	100 00
Richibucto	"	"	J. Murray	Aug.	16, 1839	"	Feb.	1, 1904	33	33	12	400 00
St. John	"	Customs house	Neil J. Morrison	July	25, 1858	Eng. & caretaker	April	27, 1894	60	00	12	720 00
"	"	"	Chistopher White	Nov.	20, 1844	Fireman	Nov.	9, 1885	50	00	12	600 00
"	"	"	J. T. Logan	Sept.	1, 1882	Asst. Fireman	Dec.	23, 1908	45	00	12	540 00
"	"	"	James A. Paul	Aug.	1, 1837	Caretaker	Oct.	13, 1891	50	00	12	600 00
"	"	Post office	James Wolfe	Mar.	10, 1850	Engineer	Dec.	1, 1893	60	00	12	720 00
"	"	"	Edward Haney	Feb.	22, 1849	Hoist attendant	Nov.	27, 1882	55	00	12	660 00
"	"	"	A. E. Thael	May	14, 1845	Caretaker	"	6, 1907	50	00	12	600 00
"	"	"	H. R. Garrity	Sept.	6, 1877	Asst. caretaker	April	16, 1910	33	33	12	400 00
"	"	Detention hospital	Jas. Gray			Fireman	Dec.	12, 1908	50	00	12	600 00
St. Stephen	"	Post office	Samuel Topping	April	2, 1839	Caretaker	May	25, 1887	41	66	12	500 00
Sussex	"	"	Mrs. N. Dryden	June	21, 1840	"	Mar.	26, 1901	33	33	12	400 00
Tracadie	"	Lazaretto	P. Arsenan	May	19, 1869	Fireman	Dec.	24, 1908	40	00	12	480 00
"	"	"	B. Brideau	July	10, 1886	"	Jan.	10, 1909	30	00	12	360 00
Woodstock	"	Public building	John Gray	May	28, 1838	Caretaker	Mar.	7, 1910	41	67	12	500 00
"	"	Armoury	A. W. Fields	Mar.	25, 1872	Fireman	Oct.	11, 1906	50	00	12	600 00
Acton Vale	P.Q.	Post office	V. Lapointe	Dec.	27, 1859	Caretaker	Jan.	3, 1906	33	33	12	400 00
Aylmer	"	"	A. Bourgeau	Jan.	23, 1870	"	April	9, 1904	8	33	12	100 00
Buckingham	"	"	T. F. Bisson	May	23, 1848	"	Feb.	3, 1903	10	00	12	120 00
Chicoutimi	"	Public building	G. A. Blais	Sept.	24, 1870	"	Dec.	4, 1907	40	00	12	480 00
Coaticook	"	"	Israel Baldwin	Nov.	16, 1839	"	June	27, 1889	33	33	12	400 00
Cookshire	"	Post office	S. Wright	June	25, 1856	"	Feb.	4, 1909	33	33	12	400 00
Drummondville	"	Public building	A. Paré	April	27, 1842	"	June	5, 1902	33	33	12	400 00
Farnham	"	Post office	J. Bélanger	Jan.	19, 1847	"	Jan.	30, 1906	25	00	12	300 00
Fraserville	"	"	W. D. Raymond	"	7, 1876	"	April	14, 1905	33	33	12	400 00
Granby	"	Public building	J. A. Beauchemin	May	1, 1862	"	May	12, 1903	25	00	12	300 00
Hochelaga	"	Post office	J. H. Brown	Oct.	7, 1851	"	Mar.	27, 1902	16	66	12	200 00
Hull	"	"	J. T. Madore	Dec.	1, 1843	"	"	8, 1900	12	50	12	150 00
Iberville	"	"	A. Courtois	Jan.	20, 1869	"	May	7, 1907	40	00	12	480 00
Joliette	"	"	A. Ratel	Dec.	29, 1845	"	Sept.	1, 1897	33	33	12	400 00

STATEMENT showing the Names, &c., of the Engineers, Firemen, Caretakers, Hoist Attendants and Watchmen employed at Dominion Public Buildings on March 31, 1910—*Continued.*

Place.	Building.	Name.	Date of Birth.	Position.	Date of Appointment.	Monthly Salary.	Time Employed each year.	Yearly Salary.
						$ cts.		$ cts
Knowlton P. Q.	Post office	F. A. Knowlton	June 10, 1855	Caretaker	June 12, 1909	12 50	12 months	150 00
Lachine "	"	P. O. Robert	Sept. 7, 1846	"	Jan. 26, 1899	8 33	12 "	100 00
Lachute "	"	D. Joss	Oct. 10, 1857	"	April 28, 1009	33 33	12 "	400 00
Laprairie "	"	Jos. Brisson	Nov. 11, 1869	"	Nov. 22, 1901	12 50	12 "	150 00
L'Assomption "	"	E. Dumoulong	Aug. 11, 1874	"	Feb. 22, 1910	25 00	12 "	300 00
Lévis "	"	C. Lamontagne	Dec. 28, 1850	"	Mar. 17, 1908	33 33	12 "	400 00
Longueil "	"	F. X. Maillé	May 12, 1856	"	" 16, 1906	25 00	12 "	300 00
Magog "	"	N. Lacasse	June 16, 1869	"	July 1, 1909	33 33	12 "	400 00
Mon real "	Dominion building	J. T. Murphy	May 6, 1865	Foreman engin'r	Mar. 2, 1903	108 33	12 "	1,300 00
Montreal "	Examining warehouse	M. Boyer	Feb. 18, 1848	Fireman	Mar. 4, 1882	60 00	12 "	720 00
" "	"	Art. Lesieur	June 22, 1868	Hoist attendant.	April 18, 1905	50 00	12 "	600 00
" "	"	Jos. Forgues	May 15, 1874	Fireman	Nov. 2, 1904	50 00	12 "	600 00
" "	"	Joe. Langevin	Mar. 10, 1850	"	Oct. 18, 1904	50 00	12 "	600 00
" "	"	A. Nuttall	Feb. 15, 1872	Electrician	June 1, 1905	65 00	12 "	780 00
" "	"	J. B. Desjardins	Jan. 21, 1863	Cleaner	Jan. 26, 1907	45 00	12 "	540 00
" "	"	Samuel Lanctot	June 28, 1850	"	Nov. 23, 1905	45 00	12 "	540 00
" "	"	P. Prudhomme	Mar. 7, 1854	Hoist attendant	Mar. 19, 1906	50 00	12 "	600 00
" "	"	R. Barthe	July 12, 1863	"	May 1, 1906	50 00	12 "	600 00
" "	"	G. Labelle	May 14, 1871	"	Sept. 12, 1904	50 00	12 "	600 00
" "	"	S. McGarry	June 15, 1873	"	" 12, 1904	50 00	12 "	600 00
" "	"	J. Neville	Mar. 18, 1870	"	" 12, 1904	50 00	12 "	600 00
" "	"	A. Marchand	" 15, 1856	"	Oct. 7, 1904	50 00	12 "	600 00
" "	"	A. Dronin	June 14, 1868	"	Nov. 28, 1904	50 00	12 "	600 00
" "	"	Ald. Desjardins	Sept, 3, 1859	Cleaner	June 30, 1905	45 00	12 "	540 00
" "	"	F. Nadon	June 15, 1847	"	Dec. 15, 1902	48 00	12 "	576 00
" "	"	A. Tremblay	April 12, 1862	Night fireman	Oct. 25, 1907	50 00	8 "	400 00
" "	"	A. Barrette	Aug. 28, 1873	Hoist attendant.	July 21, 1908	60 00	12 "	720 00
" "	"	James Quinn	July 4, 1882	Freight hoist att.	July 2, 1908	50 00	12 "	600 00
" "	Post office	F. Green	Oct. 4, 1837	Engineer	Jan. 1, 1885	60 00	12 "	720 00
" "	"	A. Langevin	May 12, 1885	Asst. engineer	April 2, 1907	50 00	12 "	600 00
" "	"	L. D. Thibault	Jan. 28, 1861	Electrician	Dec. 15, 1905	70 00	12 "	840 00
" "	"	F. X. Lefebvre	Dec. 13, 1859	Asst. electrician	June 28, 1905	65 00	12 "	780 00
" "	"	Osias Renard	June 14, 1869	Night "	Feb. 2, 1907	65 00	12 "	780 00
" "	"	I. Trudeau	Jan. 22, 1863	Caretaker	Oct. 1, 1902	50 00	12 "	600 00
" "	"	Oscar Renaud	Feb. 19, 1862	Elevator man	Sept. 10, 1898	50 00	12 "	600 00

"	"	"	Art. Forget	July	25, 1867	"	Dec.	15, 1893	50 00	12	"	600 00
"	"	"	L. Brault	Dec.	29, 1854	"	Sept.	1, 1901	50 00	12	"	660 00
"	"	"	A. Bourassa	Juné	1, 1857	Freight hoist att.	Aug.	4, 1893	50 00	12	"	600 00
"	"	"	C. Berthiaume	Nov.	8, 1870	Night watchman	July	2, 1902	50 00	12	"	600 00
"	"	"	O. de Ladurantaye	June	29, 1852	Pass. hoist att.	April	26, 1906	50 00	12	"	600 00
"	"	"	C. Vadeboncœur	May	17, 1842	Freight hoist att.	Feb.	6, 1894	50 00	12	"	600 00
"	"	"	A. Chaput	Aug.	28, 1854	Elévator man	Nov.	1, 1909	50 00	12	"	600 00
"	"	Post Office	J. Murphy	Dec.	18, 1852	Day lobby keeper	May	19, 1907	1 75	per day		639 00
"	"	"	J. McClenaghan	May	14, 1860	Day lobby keeper	July	2, 1902	1 75	"		639 00
"	"	"	Alf. Trudeau	April	13, 1866	Freight hoist attendant	Jan.	17, 1908	50 00	12 months		600 00
"	"	"	J. Dutrisec	Feb.	2, 1863	Messenger	Dec	15, 1893	2 00	per day 12m.		730 00
"	"	" govt. R.	J. O. Dronin	Dec.	.., 1837	"	April	12, 1907	1 50	"		548 00
"	"	"	J. C. Thibault	Oct.	10, 1852	Asst. messenger.	Dec.	2, 1909	46 00	12 months		552 00
"	"	"	Ls. Bédard	Aug.	18, 1854	Carpenter	April	1, 1908	65 00	"		780 00
"	"	"	Ant. Chenier	Aug.	23, 1836	"	July	1, 1905	46 00	"		552 00
"	"	Postal Station "B"	T. Drolet	Mar.	11, 1852	Caretaker	Oct.	29, 1908	54 17	"		650 00
"	"	" "C"	G. Robert	Nov.	17, 1842	"	Dec.	15, 1908	46 00	"		552 00
"	"	" "B"	J. H. Roy	June	24, 1862	"	Sept.	1, 1900	50 00	"		600 00
"	"	Inland revenue	Louis St. Jean	Sept.	17, 1840	Fireman	Dec.	1, 1892	50 00	"		600 00
"	"	"	Theo. Gauthier	July	10, 1865	Cleaner	Jan.	14, 1908	45 00	"		540 00
"	"	Custom House	C. Daudelin	June	19, 1843	Caretaker	July	16, 1892	37 50	"		450 00
"	"	"	H. Valiquette	Dec.	30, 1871	Carpenter	Feb.	1, 1903	65 00	"		780 00
"	"	"	Art. Poirier	June	18, 1870	Asst. carpenter	Oct.	5, 1909	60 00	"		720 00
"	"	"	G. Flannigan	May	23, 1862	Electrician	Sept.	13, 1906	65 00	"		780 00
"	"	"	A. Cunningham	April	15, 1878	Night fireman	Jan,	2, 1909	50 00			600 00
"	"	" and ex. wareh.	B. Lajeunesse	Nov.	20, 1861	Fireman	Nov.	23, 1896	50 00	"		600 00
"	"	Drill hall and armoury	J. Gagné	April	20, 1867	Engineman	Feb.	14, 1899	50 00	"		600 00
"	"	Drill hall	A. Crochetière	June	24, 1884	Fireman	Nov.	1, 1904	50 00	"		600 00
Montmagny	"	Public building	C. Normand	Mar.	11, 1846	Caretaker	Oct.	1, 1907	33 33	"		400 00
Nicolet	"	"	U. Papillon	"	16, 1843	"	Nov.	8, 1907	43 33	"		520 00
Nominingue	"	Immigration building	T. A. Christin	May	12, 1857	"	Mar.	20, 1908	25 00	"		300 00
Quebec	"	Examining warehouse	D. P. Kennedy	Feb.	9, 1865	Engineer	April	1, 1897	75 00	"		900 00
"	"	" "	J. G. McLaughlin	Nov.	15, 1880	Fireman	July	4, 1906	53 33	"		640 00
"	"	Cullers office	James O'Neil	Aug.	15, 1861	"	Aug.	1, 1894	45 00	"		540 00
"	"	Custom office	John R. Mountain	Nov.	1, 1848	"	Nov.	10, 1888	45 00	"		540 00
"	"	Post office	J. Roy	Feb.	25, 1836	Caretaker	Sept.	1, 1897	58 33	"		700 00
"	"	"	F. J. Cooper	July	8, 1858	Fireman	June	15, 1895	60 00	"		720 00
"	St. Sauveur	"	C. Turcotte	June	14, 1866	Caretaker	Jan.	8, 1907	12 50	"		150 00
"	"	"	A. Trudel	May	9, 1871	Elevator man	April	1, 1909	50 00	"		600 00
"	"	"	R. Roy	Sept.	23, 1878	Asst. elev. man	Feb.	16, 1910	25 00	"		300 00
"	"	"	J. D. Villeneuve	Oct.	22, 1875	Messenger	April	17, 1907	50 00	"		600 00
"	"	Public buildings	A. Petitclerc	Oct.	18, 1865	Carpenter	Feb.	5, 1910	60 00	"		720 00
"	"	"	D. Lortie	Oct.	16, 1853	"	Feb.	5, 1910	60 00	"		720 00
"	"	Governor General Quarters	M. Lewis	May	6, 1871	Caretaker	Sept.	1, 1905	1 50	per day 12m.		547 50
Peribonca	"	Immigration building	E. Roy	Dec.	14, 1877	"	Oct.	1, 1902	25 00	12 months		300 00
Plessisville	"	Post office	Geo. Savoies	Feb.	14, 1856	"	Dec.	21, 1909	10 00	"		120 00
Roberval	"	Immigration building	G. Audet	Nov.	18, 1849	"	May	31, 1907	25 00	"		300 00
Rimouski	"	Post office	A. Lepage	Feb.	7, 1866	"	Jan.	1, 1901	12 50	"		150 00
Richmond	"	Public building	H. Desmarais	July	14, 1869	"	May	7, 1898	33 33	"		400 00

STATEMENT showing the Names, &c., of the Engineers, Enginemen, Firemen, Caretakers, Hoist Attendants and Watchmen employed at Dominion Public Buildings on March 31, 1910.

Locality.	Building.	Name.	Date of birth.	Position.	Date of Appointment.	Monthly Salary.	Time Employed each Year.	Yearly Salary.
						$ cts.		$ cts.
Sherbrooke.....P. Q.	Public building	O. Desève	Aug. 6, 1848	Caretaker	April 2, 1898	33 33	12 months	400 00
Sorel..... "	Post office	C. Robitaille	Jan. 22, 1848	"	Sept. 1, 1897	40 00	"	480 00
St. Henri..... "	"	A. C. A. Bissonnette	May 25, 1858	"	Mar. 4, 1895	.....	.....	.....
St. Hyacinthe..... "	Public building	J. Girouard	Sept. 16, 1838	"	Aug. 2, 1905	43 33	"	520 00
" ..... "	Inland revenue	E. Clapin	April 9, 1844	"	July 19, 1904	33 33	"	400 00
" ..... "	Drill hall	N. Langelier	Sept. 10, 1841	Fireman	Sept. 17, 1907	50 00	"	600 00
St. Jean..... "	Custom house	L. Forrant	Jan. 21, 1849	Caretaker	April 14, 1897	29 16	"	350 00
" ..... "	Post office	W. Brosseau	Aug. 12, 1840	"	Mar. 25, 1909	28 83	"	340 00
St. Jérôme..... "	Public building	J. Savard	Oct. 24, 1859	"	Sept. 1, 1900	33 33	"	400 00
St. Louis du Mile End "	Post office	M. A. Campeau	Mar. 6, 1846	"	May 28, 1905	33 33	"	400 00
Terrebonne..... "	Public building	N. Sasseville	Jan. 29, 1844	"	Jan. 2, 1905	25 00	"	300 00
Thetford Mines..... "	Post office	J. Rousseau	Dec. 22, 1859	"	July 1, 1905	12 50	"	150 00
Three Rivers..... "	Public building	Ph. Gravelle	June 3, 1828	"	Feb. 1, 1891	50 00	"	600 00
" ..... "	Drill hall	A. Pothier	Sept. 25, 1867	Fireman	Mar 20, 1907	50 00	"	600 00
Valleyfield..... "	Public building	J. B. Laniel	Oct. 20, 1862	Caretaker	Feb. 13, 1905	33 33	"	400 00
Victoriaville..... "	"	G. Beaudet	Feb. 20, 1862	"	Mar. 3, 1904	6 25	"	75 00
Alexandria.....Ont.	"	D. K. McDonald	July 4, 1847	"	Oct. 17, 1906	41 66	"	500 00
Almonte..... Ont.	Post office	P. Burns	Jan. 28, 1861	"	Sept. 1, 1907	33 33	"	400 00
Amherstburg..... "	Post Office	Mrs. R. Elliott	Dec. 28, 1854	"	June 6, 1905	33 33	"	400 00
Arnprior..... "	Public building	R. Tait	Oct. 16, 1845	"	Dec. 1, 1909	33 33	12 "	400 00
Barrie..... "	Post office	E. Sivigny	Mar. 19, 1847	"	May 1, 1903	33 33	12 "	400 00
Brockville..... "	"	C. F. Gray	April 28, 1861	"	April 2, 1908	37 50	12 "	450 00
Brantford..... "	"	John Squire	" 24, 1842	"	Oct. 27, 1880	50 00	12 "	600 00
Bridgeburg..... "	Public building	Wm. Hanna	Aug. 15, 1863	"	" 3, 1905	25 00	12 "	300 00
Bowmanville..... "	"	W. W. Allin	Jan. 13, 1850	"	Feb. 10, 1905	33 33	12 "	400 00
Belleville..... "	Post office	S. Haight	Aug. 26, 1857	"	Jan. 24, 1901	50 00	12 "	600 00
Berlin..... "	"	J. Clemens	June 21, 1840	"	May 15, 1900	33 33	12 "	400 00
Brampton..... "	"	J. Foster	Sept. 16, 1846	"	Aug. 1, 1906	33 33	12 "	400 00
Carleton Place..... "	"	Jas. F. Halpenny	April 17, 1858	"	May 13, 1892	25 00	12 "	300 00
Chatham..... "	"	W. W. Mitchell	May 25, 1848	"	Jan. 7, 1885	41 66	12 "	500 00
" ..... "	Armoury	T. W. Stephenson	Oct. 9, 1864	Fireman	Oct. 9, 1906	50 00	12 "	600 00
Cornwall..... "	Post office	R. Conroy	Feb. 6, 1848	Caretaker, &c.	April 1, 1897	33 33	12 "	400 00
Cayuga..... "	"	G. A. Gibson	May 29, 1861	"	Sept. 3, 1891	4 16	12 "	50 00
Clinton..... "	"	J. Scott	Jan. 21, 1856	"	Feb. 9, 1904	16 66	12 "	200 00

Cobourg	"	"	J. Staples	June 3, 1834	"	Dec. 10, 1906	33 33 12	"	"	400 00
Deseronto	"	Public building	M. Hart	Jan. 15, 1862	"	July 1, 1903	33 33 12	"	"	400 00
Dundas	"	"	Wm. Graham	Dec. 5, 1853	"	" 1, 1898	4 16 12	"	"	50 00
Fort William	"	"	D. J. McCallum	April 5, 1831	"	Sept. 21, 1904	37 50 12	"	"	450 00
Galt	"	"	T. Barrett	June 17, 1861	"	Aug. 1, 1902	33 33 12	"	"	400 00
Guelph	"	"	R. McLeod	July 30, 1865	"	May 25, 1901	41 66 12	"	"	500 00
Goderich	"	" &c	G. Bissett	April 14, 1851	"	Sept. 1, 1897	33 33 12	"	"	400 00
Hamilton	"	Dominion building	Alfred Barnard	Dec. 27, 1847	"	Dec. 10, 1894	50 00 12	"	"	600 00
"	"	"	J. Wiggleswortb	Aug. 7, 1863	Fireman	Oct. 1, 1896	60 00 12	"	"	720 00
"	"	"	Thomas Nicholson	Dec. 17, 1857	Engineer	Mar. 2, 1887	50 00 12	"	"	600 00
"	"	Armoury	A. Geo. Andrews	May 11, 1877	Fireman	Mar. 5, 1909	60 00 12	"	"	720 00
Hawkesbury	"	Public building	A. Marleau	Sept. 22, 1857	Caretaker	Aug. 7, 1906	33 33 12	"	"	400 00
Ingersoll	"	"	John McDonald	June 30, 1841	"	Nov. 20, 1900	33 33 12	"	"	400 00
Kenora	"	"	Mrs. J. Link	May 10, 1850	"	Dec. 7, 1901	33 33 12	"	"	400 00
Kingston	"	Royal Military College	T. Harrison	Aug. 21, 1875	Fireman	May 1, 1902	50 00 12	"	"	600 00
"	"	Armoury	F. Forsythe	Nov. 15, 1866	Engineer	Feb. 11, 1901	50 00 12	"	"	600 00
"	"	Royal Military College	Wm. Hazlett	May 27, 1874	"	Nov. 20, 1900	85 00 12	"	"	1,020 00
Kingston	Ont.	" "	J. Quigley	Oct. 30, 1857	Fireman	June 1, 1903	55 00 12	"	"	660 00
"	"	" "	M. Redmond	" 2, 1867	"	Jan. 29, 1902	50 00 12	"	"	600 00
"	"	" "	L. Cochrane	Mar. 1, 1879	Electrician	July 29, 1902	65 00 12	"	"	780 00
"	"	Post office	Jas. Kehoe	June 21, 1873	Caretaker	May 15, 1905	48 33 12	"	"	580 00
"	"	Inland revenue building	J. Lawless	——1833	"	Feb. 8, 1908	33 33 12	"	"	400 00
"	"	" "	P. Clark	May 23, 1860	Fireman	Nov. 1, 1909	15 00 12	"	"	180 00
London	"	Custom house	M. Mulkern	Sept. 4, 1837	Caretaker	Sept. 18, 1888	50 00 12	"	"	600 00
"	"	"	Wm. Greer	Oct. 12, 1839	"	Mar. 16, 1884	33 33 12	"	"	400 00
"	"	Post office	J. Gilbanks	Dec. 4, 1861	"	May 31, 1906	41 66 12	"	"	500 00
"	"	"	W. Service	Mar. 20, 1852	Engineer	Oct. 7, 1909	50 00 12	"	"	600 00
"	"	Drill hall	J. E. Rose	Jan. 23, 1871	"	Nov. 2, 1908	60 00 12	"	"	720 00
Lindsay	"	Post office and custom house	Wm. J. Healey	May 29, 1873	Caretaker	" 10, 1908	33 33 12	"	"	400 00
Markham	"	Public building	Chs. Wales	April 12, 1864	"	Aug. 9, 1909	50 00 12	"	"	600 00
Napanee	"	Post office and custom house	Mrs. C. E. Webster	July 12, 1846	"	Oct. 4, 1900	33 33 12	"	"	400 00
Niagara Falls	"	Public building	R. Gott	" 27, 1855	"	Mar. 28, 1907	33 33 12	"	"	400 00
North Bay	"	"	L. A. Gauthier	May 15, 1857	"	June 13, 1908	33 33 12	"	"	400 00
Orangeville	"	"	D. McPherson	April 30, 1851	"	July 15, 1900	33 33 12	"	"	400 00
Orillia	"	"	John Frawley	Mar. 14, 1844	"	Nov. 1, 1898	29 16 12	"	"	350 00
Oshawa	"	"	A. Brodie	Sept. 28, 1850	"	Dec. 11, 1905	33 33 12	"	"	400 00
Ottawa	"	Observatory	A. Villeneuve	Mar. 11, 1857	"	" 14, 1904	55 00 12	"	"	660 00
"	"	"	G. Sparks	Oct. 16, 1858	Engineer	Nov. 1, 1904	65 00 12	"	"	780 00
Owen Sound	"	Public building	H. Wright	Nov. 24, 1841	Caretaker	Mar. 18, 1908	33 33 12	"	"	400 00
Paris	"	"	Sam Lee	Oct. 24, 1841	"	July 7, 1902	33 33 12	"	"	400 00
Pembroke	"	Inland revenue building	H. Church	Nov. 15, 1864	"	Jan. 5, 1910	33 33 12	"	"	400 00
Peterborough	"	Post office	G. Stenton	Sept. 17, 1847	"	Dec. 7, 1908	33 33 12	"	"	400 00
"	"	Custom house	Wm. Taylor	Nov. 25, 1839	"	Jan. 26, 1899	25 00 12	"	"	300 00
Petrolea	"	Post office	James Shaw	June 11, 1842	"	Sept. 12, 1901	33 33 12	"	"	400 00
Picton	"	Public building	D. Welbanks	Feb. 8, 1850	"	April 11, 1902	33 33 12	"	"	400 00
Port Arthur	"	"	D. McKenzie	Sept. 12, 1843	"	May 14, 1906	33 33 12	"	"	400 00
Port Colborne	"	Post office	Wm. Armstrong	" 9, 1846	"	June 11, 1888	29 16 12	"	"	300 00
Port Hope	"	"	Jos. Curtis	——, 1884	"	May 1, 1905	33 33 12	"	"	400 00
Prescott	"	"	R. Birks	April 6, 1822	"	" 1, 1899	33 33 12	"	"	400 00
Renfrew	"	Public Building	R. Sim	Feb. 10, 1839	"	" 11, 1909	33 33 12	"	"	400 00

STATEMENT showing the Names, &c., of the Engineers, Enginemen Firemen, Caretakers, Hoist Attendants and Watchmen employed at Dominion Public Buildings on March 31, 1910 —*Concluded.*

Place.	Building.	Name.	Date of Birth.	Position.	Date of Appointment.	Monthly Salary.	Time Employed each year.	Yearly Salary.
						$ cts.		$ cts.
Sandwich ..... Ont.	Public Building.....	John McLeod.....	Sept 14, 1883	Caretaker	July 22, 1907	25 00	12 months..	300 00
Sarnia..... "	"	J. H. Dyble.....	Aug. 25, 1860	"	Nov. 7, 1903	33 33	12 " ..	400 00
Sault Ste. Marie.... "	"	P. J. Racine.....	Sept. 25, 1865	"	Sept. 25, 1905	33 33	12 " ..	400 00
Smiths Falls..... "	"	R. W. Lewis.....	Aug. 19, 1863	"	Jan. 8, 1896	33 33	12 " ..	400 00
Stratford..... "	Post office, &c.....	J. P. Murray.....	July 29, 1850	Engineer.....	" 26, 1900	50 00	12 " ..	600 00
" .... "	Armoury.....	J. A. Carey.....	" 4, 1856	Fireman.....	" 24, 1907	50 00	12 " ..	600 00
St. Catharines..... "	Armouries.....	W. Peel.....	Nov. 22, 1847	Engineer.....	Nov. 3, 1908	50 00	12 " ..	600 00
" ..... . "	Post office, &c.....	A. Clark.....	Sept. 14, 1850	Caretaker.....	Dec. 12, 1901	33 33	12 " ..	400 00
St. Mary's..... "	Public building.....	W. Hoyt.....	.....	"	Mar. 16, 1908	33 33	12 " ..	400 00
St. Thomas ..... "	"	G. Luton	May 25, 1857	"	April 14, 1903	33 33	12 " ..	400 00
Strathroy..... "	"	Wm. J. Johnston.....	" 12, 1840	"	Oct. 25, 1890	33 33	12 " ..	400 00
Toronto..... "	Dominion building.....	H. E. Hamilton.....	April 14, 1838	Foreman, engin'r	April 10, 1902	100 00	12 " ..	1,200 00
" ..... "	Inland revenue building...	C. H. Baillie.....	Sept. 22, 1852	Fireman.....	Jan. 13, 1891	50 00	12 " ..	600 00
" ..... "	Custom house.....	H. Drinkwine	——, 1874	"	Oct. 16, 1906	60 00	12 " ..	720 00
" .... "	"	Ed. Switzer.....	Oct. 4, 1856	Hoist attendant.	Aug. 18, 1901	55 00	12 " ..	660 00
" ..... "	"	T. J. Enright.	——, 1863	Caretaker.....	Dec. 18, 1906	50 00	12 " ..	600 00
" ..... "	Examining warehouse.....	James Cosgrove.....	Feb. 10, 1844	Engineer.....	" 28, 1874	75 00	12 " ..	900 00
" ..... "	" " ...	Ed. Appleton.....	Sept. 26, 1864	Fireman.....	Sept. 23, 1886	65 00	12 " ..	780 00
" ..... "	" "	J. Jennings.....	" 1, 1867	Hoist attendant.	May 25, 1907	55 00	12 " ..	660 00
" ..... "	" "	R. C. Cussack	Mar. 26, 1875	"	Sept. 20, 1907	55 00	12 " ..	660 00
" ..... "	" "	F. Simpson.....	Jan. 8, 1859	Watchman.....	" 1, 1903	55 00	12 " ..	660 00
" .... "	" "	Thos. Jones.	Nov. 10, 1853	"	April 4, 1902	55 00	12 " ..	660 00
Toronto..... Ont.	Examining warehouse.....	Wm. Scott.....	——, 1838	Watchman	June 1, 1905	2 00	p. d.....	730 00
" ..... "	Union station	J. Gormally	Nov. 26, 1872	Hoist attendant.	Oct. 31, 1901	55 00	12 months..	660 00
" ..... "	" ....."	W. P. Murphy.....	Sept. 16, 1868	Elevatorman....	Sept. 28, 1905	55 00	12 " ..	660 00
" ..... "	Postal station "C"	James Rae.....	Feb. 17, 1864	Caretaker.....	Jan. 12, 1881	45 00	12 " ..	540 00
" . ... "	Post office.....	J. Somers.....	April 8, 1835	Engineer.....	Oct. 9, 1897	60 00	12 " ..	720 00
" ..... "	"	P. Cassidy	May 2, 1862	Fireman.....	May 8, 1906	60 00	12 " ..	720 00
" ..... "	"	T. Letray.....	—— ——, 1858	"	Jan. 10, 1907	60 00	12 " ..	720 00
" ..... "	"	W. J. Graham.....	March 16, 1840	"	Oct. 16, 1896	65 00	12 " ..	780 00
" Junction... "	"	J. Devins.....	July 18, 1847	Caretaker.....	Feb. 3, 1905	45 00	12 " ..	540 00
Toronto..... "	Drill hall.....	Richard Eyre....."	Oct. 11, 1849	"	Mar. 25, 1895	60 00	12 " ..	720 00
" ..... "	"	D. Glionna	Aug. 8, 1867	"	Oct. 1, 1898	70 00	12 " ..	840 00
" ..... "	"	G. Robinson.....	Sept. 9, 1858	"	July 11, 1908	60 00	12 " ..	720 00
Trenton..... "	Public building..... ...	David Allan..	May 13, 1844	"	Aug. 31, 1889	33 33	12 " ..	400 00
Walkerton ..... "	"	Mrs. T. Gibson.....	Jan. 21, 1861	"	May 12, 1905	33 33	12 " ..	400 00
Windsor ..... "	Post office..... ...	I. Belleperche.....	Oct. 26, 1848	Egineman	Dec. 24, 1897	50 00	12 " ..	600 00

"	"	"	W. Curtis	Mar.	6,	1844	Caretaker	Nov.	9,	1880	33	33	12	"	"	400	00
"	"	Drill hall	W. Wheeler	Sept.	26,	1874	Engineer	Jan.	9,	1905	50	00	12	"	"	600	00
Wingham	"	Public building	P. Fisher	Dec.	12,	1832	Caretaker	Nov.	19,	1906	16	66	12	"	"	200	00
Woodstock	"	"	Robert Kerr	June	6,	1864	Engineer	Dec.	11,	1901	37	50	12	"	"	450	00
"	"	Armoury	Jas. Brown	May	23,	1862	Fireman	May	19,	1908	50	00	12	"	"	600	00
Brandon	Man.	"	T. Giles	Mar.	30,	1843	"	Aug.	1,	1897	65	00	12	"	"	780	00
Dauphin	"	Public building	H. Somerville	June	8,	1872	Caretaker	Dec.	4,	1909	45	00	12	"	"	540	00
Neepawa	"	"	John Stevens	Jan.	10,	1863	"	Nov.	1,	1909	55	00	12	"	"	660	00
Portage la Prairie	"	Armoury	J. S. Telfer	July	25,	1840	Fireman	July	1,	1904	45	00	12	"	"	540	00
Selkirk	"	Public building	W. Kidd	May	11,	1879	"	Mar.	1,	1909	55	00	12	"	"	660	00
St. Boniface	"	"	J. A. S. Chaussé	Aug.	20,	1867	"	Oct.	1,	1908	55	00	12	"	"	660	00
Winnipeg	"	Custom house	W. Harrington	Sept.	18,	1871	"	Sept	29,	1908	60	00	12	"	"	720	00
"	"	New Post office	Jos. Hay	May	4,	1853	Engineer	July	20,	1905	80	00	12	"	"	960	00
"	"	"	J. Saunders	Oct.	25,	1848	Fireman	Nov.	23,	1908	60	00	12	"	"	720	00
"	"	"	Wm. Clark	Oct.	8,	1868	"	July	1,	1908	60	00	12	"	"	720	00
"	"	"	N. Thorarinson	Feb.	10,	1874	Elevatorman	July	10,	1908	60	00	12	"	"	720	00
"	"	"	A. R. Bush	Mar.	18,	1872	"	July	15,	1909	60	00	12	"	"	720	00
"	"	"	F. Jenkins	Feb.	21,	1874	"	July	10,	1908	60	00	12	"	"	720	00
"	"	"	Thos. McMaighan	Oct,	10,	1879	"	Nov.	23,	1908	60	00	12	"	"	720	00
"	"	Postal station "B"	John Lamb	Nov.	6,	1849	Caretaker	May	16,	1908	60	00	12	"	"	720	00
"	"	Public buildings	A. H. Latour	Mar.	25,	1876	Electrician	Sept.	16,	1908	90	00	12	"	"	1,080	00
"	"	Old post office	E. L. Campbell	Sept.	18,	1882	"	Sept.	16,	1908	80	00	12	"	"	960	00
"	"	"	M. McInvor	Nov.	12,	1867	Fireman	Oct.	15,	1909	60	00	12	"	"	720	00
"	"	"	Joseph Contu	May	10,	1843	Hoist attendant	March	16,	1887	55	00	12	"	"	660	00
"	"	"	A. Boiteau	Sept.	23,	1860	Night watchman	April	4,	1905	60	00	12	"	"	720	00
"	"	Post office	P. Johnson	May	31.	1881	Caretaker	Oct.	19,	1901	60	00	12	"	"	720	00
"	"	Custom house	G. K. Williams	April	15,	1862	Fireman	Oct.	25,	1904	45	00	12	"	"	540	00
"	"	Public buildings	Wm. Johnson	June	14,	1867	Carpenter	Sept.	1,	1906	75	00	12	"	"	900	00
Calgary	Alta.	Post office	J. G. Adamson	May	21,	1872	Caretaker	June	6,	1907	75	00	12	"	"	900	00
"	"	"	W. T. Madden	April	27,	1839	Elevatorman	April	27,	1908	50	00	12	"	"	600	00
"	"	Public building	J. L. Spence				Asst. caretaker	Sept.	15,	1908	75	00	12	"	"	900	00
Edmonton	"	Post office	E. G. Henry	Mar.	30,	1873	Caretaker	Mar.	9,	1907	75	00	12	"	"	900	00
"	"	New post office	R. L. Haskill	Nov.	3,	1850	"	Oct.	20,	1909	75	00	12	"	"	900	00
"	"	"	S. Nevezas	Sept.	13,	1877	Asst. caretaker	Oct.	20,	1909	70	00	12	"	"	840	00
"	"	"	Ed. Cummings	May	3,	1862	Elevatorman	Nov.	22,	1909	60	00	12	"	"	720	00
Lethbridge	"	Public building	W. C. Norman	Feb.	7,	1876	Caretaker	Dec.	14,	1909	45	00	12	"	"	540	00
Medicine Hat	"	"	Alex Keith	Feb.	23.	1884	"	Dec.	4,	1908	70	00	12	"	"	840	00
Red Deer	"	Court house &c.	S. M. Bannerman	July	12,	1835	"	July	20,	1905	55	00	12	"	"	660	00
Maple Creek	Sask.	Public building	W. A. Douglass	Feb.	27,	1856	"	June	25,	1909	16	66	12	"	"	200	00
Moosejaw	"	"	R. West	Sept.	12,	1855	"	Sept.	21,	1906	50	00	12	"	"	600	00
Prince Albert	"	"	R. D. Robertson	Aug.	18,	1877	"	Jan.	15,	1906	75	00	12	"	"	900	00
"	"	"	F. Ferdinanda	Jan.	17,	1886	Fireman	Jan.	1,	1910	60	00	12	"	"	720	00
Regina	"	Post office	T. Jackson	June	28,	1879	"	Jan.	13,	1909	50	00	12	"	"	600	00
"	"	Land office	W. J. Gore	July	22,	1863	Caretaker	May	6,	1901	50	00	12	"	"	600	00
"	"	"	T. Perkins	Sept.	14,	1852	"	Sept.	24,	1906	50	00	12	"	"	600	00
"	"	Post office	John Malcolmson	Nov.	9,	1857	"	Sept.	5,	1906	60	00	12	"	"	720	00
Saskatoon	"	Public building	W. H. Howell	Dec.	15,	1864	"	Dec.	24,	1908	75	00	12	"	"	900	00
Atlin	B. C.	"	J. A. Fraser	Jan.	1,	1851	"	June	26,	1901	12	50	12	"	"	150	00
Cumberland	"	"	John Potters	Sept.	22,	1865	"	Sept.	8,	1909	50	00	12	"	"	600	00
Fernie	"	Post office	R. H. McEwan	Dec.	13,	1857	"	Jan.	21,	1910	70	00	12	"	"	840	00

STATEMENT showing the Names, &c., of the Engineers, Enginemen, Firemen, Caretakers, Hoist Attendants and Watchmen employed at Dominion Public Buildings on March 31, 1910 —*Concluded.*

Place.	Building.	Name.	Date of Birth.	Position.	Date of Appointment.	Monthly Salary.	Time Employed each year.	Yearly Salary.
						$ cts.		$ cts.
Kamloops "	Post office	J. R. McNabb	Sept. 6, 1852	Caretaker	Sept. 19, 1905	50 00	12 months	600 00
Ladysmith "	"	Robt. Bell	Feb. 29, 1840	"	April 1, 1909	50 00	12 "	600 00
Nanaimo "	Public building	J. Thompson	Sept. 2, 1836	"	May 1, 1897	60 00	12 "	720 00
Nelson "	"	B. B. Smith	Sept. 12, 1845	"	Mar. 9, 1903	50 00	12 "	600 00
New Westminster "	Post office	L. Thornbar	April 4, 1846	"	July 11, 1906	50 00	12 "	600 00
" "	Indian, &c., building	A. H. Oakley	April 26, 1864	"	Feb. 2, 1909	50 00	12 "	600 00
Rossland "	Post office	H. McQuade	Dec. 24, 1851	"	Aug. 1, 1906	50 00	12 "	600 00
Vancouver "	New public building	A. J. Chilsholm	April 18, 1851	"	Oct. 1, 1903	50 00	12 "	600 00
" "	Examining warehouse	P. Powers	Mar. 21, 1836	Watchman	Feb. 10, 1901	50 00	12 "	600 00
" "	Old post office	Jas. Watson	April 29, 1844	Caretaker	Feb. 28, 1910	50 00	12 "	600 00
" "	New Public Building	G. Wilson	June 4, 1836	Elevatorman	Oct. 8, 1909	60 00	12 "	720 00
" "	" "	Wm. Curran		Ass. caretaker	Oct. 20, 1909	60 00	12 "	720 00
" "	" "	W. J. Chilsholm	Sept. 18, 1893	Elevatorman	Feb. 14, 1910	60 00	12 "	720 00
" "	" "	Jas. Mulvaney	Dec. 18, 1885	Ass. caretaker	Mar. 1, 1910	60 00	12 "	720 00
" "	" "	John Dunsmuir	Nov. 16, 1858	Cleaner	Jan. 10, 1910	60 00	12 "	720 00
" "	" "	D. Inches	Dec. 9, 1856	Engineer	Feb. 1, 1909	80 00	12 "	960 00
Victoria "	New Dominion Buiding	Wm. McKay	Dec. 31, 1857	Caretaker	Feb. 4, 1898	50 00	12 "	600 00
" "	Dominion building	T. Campbell	June 24, 1848	Ass. caretaker	Oct. 1, 1906	60 00	12 "	720 00
" "	"	W. Dick	1854	Fireman	Oct. 1, 1908	55 00	12 "	660 00
" "	"	W. Robinson	July 4, 1848	Elevatorman	Sept. 1, 1907	60 00	12 "	720 00
" "	"	F. T. McIlmoyle	Dec. 24, 1884	"	Aug. 1, 1907	60 00	12 "	720 00
" "	"	C. Minkles	June 27, 1852	Cleaner	Dec. 20, 1909	60 00	12 "	720 00
" "	Old custom house	Geo. Lvoll	Feb. 12, 1843	Caretaker	May 8, 1900	60 00	12 "	720 00
" "	Old post office	W. J. Bowden	Mar. 25, 1866	"	Oct. 1, 1908	20 00	12 "	240 00
Dawson Y. T.	Post office	E. Lemieux	Oct. 21, 1881	Nightman	Sept. 19, 1907	160 00	12 "	1,920 00
" "	"	J. K. Johnston	April 17, 1883	Caretaker	Oct. 17, 1904	160 00	12 "	1,920 00
" "	Adminstration building	C. Ferais	Oct. 7, 1887	Nightman	June 12, 1906	160 00	12 "	1,920 00
" "	" "	J. Boutin	Oct. 13, 1876	Caretaker	Dec. 1, 1901	160 00	12 "	1,920 00
" "	" "	Mde A. Misner	Sept. 6, 1860	Charwoman	Dec. 1, 1901	150 00	12 "	1,800 00
" "	" "	S. S. Comee	Aug. 9, 1853	Nightman	Sept. 16, 1908	160 00	12 "	1,920 00
" "	" "	J. Ballentine	Mar. 16, 1866	Fireman	Jan. 1, 1907	160 00	12 "	1,920 00
" "	Commissioner's residence	N. P. McDonald	Oct. 8, 1879	Caretaker	Dec. 1, 1905	160 00	12 "	1,920 00
" "	" "	W. Harkan	Mar. 16, 1848	Nightman	Oct. 1, 1905	160 00	12 "	1,920 00
" "	" "	Mrs. Ida Joitae	April 27, 1858	Charwoman	Oct. 1, 1908	100 00	12 "	1,200 00
" "	Police court	J. B. Deslauriers	July 12, 1875	Caretaker	June 1, 1906	160 00	12 "	1,920 00
" "	Court house	H. DeVilliers	May, 7, 1872	"	May 21, 1902	160 00	12 "	1,920 00
" "	"	J. E. Deslauriers	Mar. 25, 1873	Nightman	June 1, 1906	160 00	12 "	1,920 00
White Horse "	Publice building	C. J. McLennan	Dec. 22, 1850	Caretaker	Oct. 30, 1902	125 00	12 "	1,500 00

JOS. VINCENT.

OFFICIAL CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS

FROM

JULY 2, 1867, TO MARCH 31, 1910

OFFICIAL CORRESPONDENCE.

LETTERS received and sent from July 2, 1867, to March 31, 1910.

Year.	Received.	Sent.
1867—From July 1 to December 31	2,075	1,511
1868 " January 1 to December 31	3,498	2,317
1869 " " "	3,448	2,171
1870 " " "	4,961	3,185
1871 " " "	6,268	3,893
1872 " " "	8,333	4,428
1873 " " "	10,072	5,707
1874 " " "	9,800	5,043
1875 " " "	9,006	5,006
1876 " " "	7,971	4,773
1877 " " "	7,517	4,425
1878 " " "	6,886	4,021
1879 " " to October 6	7,186	4,547
1879 " October 7 to December 31	2,033	810
1880 " January 1 "	8,451	4,411
1881 " " "	9,599	5,529
1882 " " "	10,505	5,699
1883 " " "	11,633	6,227
1884 " " "	13,114	6,905
1885 " " "	8,977	5,321
1886 " " "	9,644	5,352
1887 " " to June 30	4,866	2,735
1887 " July 1 " 1888	10,493	6,343
1888 " " " 1889	10,522	7,042
1889 " " " 1890	10,098	7,448
1890 " " " 1891	10,576	7,286
1891 " " " 1892	11,637	6,700
1892 " " " 1893	11,720	6,220
1893 " " " 1894	9,517	6,028
1894 " " " 1895	10,190	5,148
1895 " " " 1896	10,223	5,573
1896 " " " 1897	11,404	5,033
1897 " " " 1898	9,640	5,250
1898 " " " 1899	9,639	4,784
1899 " " " 1900	12,139	5,938
1900 " " " 1901	13,179	6,255
1901 " " " 1902	15,880	5,067
1902 " " " 1903	13,140	6,373
1903 " " " 1904	11,300	5,878
1904 " " " 1905	11,940	6,461
1905 " " " 1906	11,700	6,472
1906 " " March 31 1907	9,400	5,085
1907 " April 1 " 1908	14,680	7,469
1908 " " " 1909	15,160	9,236
1909 " " " 1910	15,700	9,944

SESSIONAL PAPER No. 19

LETTERS Sent from Chief Engineer's office, from January, 1880, to March 31, 1910.

Year.					Number.
1880	From January 10 to June 30				418
1880	" July 1	"	1881		1,795
1881	" "	"	1882		2,352
1882	" "	"	1883		2,651
1883	" "	"	1884		3,611
1884	" "	"	1885		3,119
1885	" "	"	1886		2,867
1886	" "	"	1887		3,281
1887	" "	"	1888		3,552
1888	" "	"	1889		4,229
1889	" "	"	1890		3,374
1890	" "	"	1891		3,948
1891	" "	"	1892		4,009
1892	" "	"	1893		4,232
1893	" "	"	1894		3,966
1894	" "	"	1895		4,603
1895	" "	"	1896		4,239
1896	" "	"	1897		4,994
1897	" "	"	1898		4,696
1898	" "	"	1899		5,277
1899	" "	"	1900		7,366
1900	" "	"	1901		4,341
1901	" "	"	1902		6,759
1902	" "	"	1903		4,327
1903	" "	"	1904		5,295
1904	" "	"	1905		5,496
1905	" "	"	1906		8,036
1906	" "	to March 31,	1907		3,771
1907	" April 1	"	1908		6,456
1908	" "	"	1909		9,275
1909	" "	"	1910		8,236

NOTE.—The letters, including returns, received in the Chief Engineer's office may be estimated at the rate of two received to one sent.

LETTERS Received and Sent, Chief Architect's office, from January 1, 1880, to March 31, 1910.

—	Received.	Sent.
1880—From January 1 to June 30		1,273
1880 " " " 1881		2,943
1881 " " " 1882		2,859
1882 " " " 1883	3,538	4,600
1883 " " " 1884	3,860	6,004
1884 " " " 1885	4,500	6,718
1885 " " " 1886	6,075	6,450
1886 " " " 1887	6,816	6,380
1887 " " " 1888	6,947	6,870
1888 " " " 1889	6,484	7,667
1889 " " " 1890	7,448	6,578
1890 " " " 1891		7,751
1891 " " " 1892	6,113	4,260
1892 " " " 1893	7,428	6,453
1893 " " " 1894	6,900	4,517
1894 " " " 1895	7,538	5,327
1895 " " " 1896	7,843	5,783
1896 " " " 1897	10,700	8,200
1897 " " " 1898	10,867	8,547
1898 " " " 1899	10,913	8,762
1899 " " " 1900	12,386	9,878
1900 " " " 1901	12,287	9,860
1901 " " " 1902	12,560	10,330
1902 " " " 1903	13,430	11,106
1903 " " " 1904	14,710	15,590
1904 " " " 1905	15,000	14,300
1905 " " " 1906	15,785	14,785
1906 " " to March 31, 1907	13,768	12,087
1907 " April 1 " 1908	17,000	16,340
1908 " " " 1909	17,353	16,755
1909 " " " 1910	19,200	18,100

CANADA

DEPARTMENT OF PUBLIC WORKS.

OTTAWA RIVER STORAGE

PROGRESS REPORT

FISCAL YEAR 1909-1910

(Supplementing investigations in regard to Georgian Bay Ship Canal project.)

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1911

[No. 19a—1911.]

CONTENTS

Page.

Index of maps and diagrams.. .. vi.
Index of views.. .. vii.
Index of tables of water records.. .. viii.
Introductory remarks.. .. xi.
Ottawa River Valley—
Preliminary examinations.. .. 1
Power development, Ottawa.. .. 1
Lakes.. .. 3
Map.. .. 3
Course of river.. .. 5
Watershed.. .. 5
Flow, gauges and metering.. .. 5
Quantity of flow, yearly means.. .. 7
Timiskaming Basin.. .. 9
Accumulation, high and low years.. .. 9
Storage required.. .. 10
Lake Timiskaming Reservoir.. .. 12
Watershed.. .. 12
Area.. .. 12
Inlets.. .. 12
Outlets.. .. 12
Haileybury sewers.. .. 12
Shore line.. .. 14
Results to be expected.. .. 14
Kipawa Lake Reservior.. .. 14
Watershed.. .. 14
Area.. .. 14
Inlets.. .. 14
Outlets.. .. 17
Shore line.. .. 17
Dams required.. .. 17
Damages.. .. 17
Examination of shores.. .. 17
Water-power.. .. 17
Results expected.. .. 20
Quinze—Expanse Reservoir.. .. 23
Watershed.. .. 23
Area.. .. 23
Inlets.. .. 23
Outlets.. .. 23
Shore line.. .. 23
Dam proposed.. .. 26
Damages.. .. 26
Examination of shores.. .. 26
Quinze river.. .. 28
Results to be expected.. .. 28
Metering of Ottawa river and tributaries.. .. 31
Location of gauges.. .. 31
Current meter measurements.. .. 33
Stream metering operations.. .. 35
Selecting site.. .. 35
Establishing cross-sections.. .. 35

PAGE.

Fixing distance from shore.. .. .. .

PAGE.

Vertical velocity curves at metering section North Timiskaming, winter.. 36
Vertical velocity curves at metering section of the Montreal river, summer.. 37
Profile of the Rouge river.. 58
Daily discharge of the Rouge river.. 59
Profile of du Lièvre river.. 62
Daily discharge of the du Lièvre river.. 63
Profile of the Gatineau river.. 65
Daily discharge of the Gatineau river.. 66
" " Coulonge river.. 68
" " Black river.. 70
Profile of the Petawawa river.. 74
Daily discharge of the Bonnechère river.. 76
Profile of the Madawaska river.. 79
Daily discharge of the Madawaska river.. 79
Profile of the Rideau river.. 83

INDEX OF VIEWS.

No. 1. Chaudiere Falls, Ottawa, at high water.. 2
2. " " low water.. 2
3. Wabi creek at Liskeard, showing high water.. 11
4. Haileybury, showing low water on Lake Timiskaming.. 11
5. Timiskaming dam site.. 13
6. Log driving on the Ottawa river.. 13
7. Timiskaming shore line showing season cut of logs.. 15
8. Kipawa inlet at Turtle Portage.. 18
9. " Red Pine chute.. 18
10. Gordon Creek, old dam and sluiceway.. 19
11. Quinze river, Devil's chute.... 24
12. Head of Quinze river.. 24
13. Douglas Farm on Lac des Quinze.. 26
14. Teams taking supplies to Lake Expanse.. 29
15. Survey camp on Lake Expanse.. 29
16. Sounding on Lake Expanse.. 30
17. Abandoned Indian camp, Lake Expanse.. 30
18. Metering with large Price current meter, Montreal river.. 32
19. " with small Price current meter.. 32
20. " from car and cable.. 34
21. " with a Haskell current meter, Ottawa river.. 34
22. Ratiug meter through ice.. 39
23. " in summer.. 39
24. Main outlet of Grand Lake Victoria (sketch).. 45
25. Party on the march, Sucker lake.. 47
26. Transcontinental cache, Grand Lake Victoria.. 47
27. Party moving camp, Grand Lake Victoria.. 47
28. Mink Narrows, Grand Lake Victoria, showing proposed dam site.. 48
29. Indian home on Moosehorn lake.. 50
30. Indian cook house, 10 degrees below zero.. 50
31. Winawiash river, Indian portage.. 52
32. Party repairing snowshoes, toboggans, &c.. 52
33. Winawiash river, stream from Bay lake.. 53
34. Outlet and dam on Winawiash river.. 53
35. Indian family on Winawiash river.. 53
36. Indians arriving at Hudson Bay post.. 54
37. Kakabonga dam, Gens de terre river.. 54
38. North river at St. Agathe, Que.. 56
39. " metering section.. 56
40. Rouge river, Table Falls.. 57
41. " ¼ mile from the Ottawa.. 57

PAGE.

No. 42. Du Lievre river, Poupore lock and dam.. 61
43. " Dufferin Falls at Buckingham.. 61
44. Little Nation river, first falls 67
45. Gatineau river, high falls at Chelsea.. 67
46. Black river, high falls at Waltham.. 71
47. Montreal river, upper stretch.. 72
48. " dam site.. 72
49. Petawawa river, metering station.. 75
50. Dumoine river at the mouth.. 75
51. Bonnechère river at Renfrew.. 77
52. Madawaska river, high falls.. 80
53. " at Stewartville.. 80
54. Mississippi river, power at Galetta.. 81
55. " other chute, 65 miles up.. 81
56. Rideau river at Hogs Back.. 84
57. Rideau Falls, Ottawa.. 84
58. Timiskaming dam site, Ontairo channel.. 86
59. " drilling from scow.. 87
60. " genaral view from Ontario channel.. 87
60*a*. " Ontario side, October, 1910.. 88
60*b*. " Ontario side, October, 1910.. 89
61. Kipawa river dam site before construction.. 92
62. " up stream view.. 92
63. " during construction.. 94
64. " after cofferdam was removed.. 94

INDEX TO TABLES OF WATER RECORDS.

Table 1 and 2 Quinze lake at Douglas Farm.. 96
3 to 7 Lake Timiskaming at Haileybury, Ont.. 97
8 and 9 Montreal river at Latchford, Ont.. 99
10 and 11 Kipawa lake at Kipawa Village, Que.. 100
12 and 13 Lake Timiskaming at head of Long Sault Rapids, Timiskaming, Que.. 101
14 to 17 Ottawa river at Mattawa, Ont.. 102
18 and 19 Turtle lake (Mattawa river) at eastern end.. 104
20 and 21 Talon lake (Mattawa river) at western end at WhiteFish bay.. 105
22 and 23 Lake Nasbonsing at Nasbonsing, Ont.. 106
24 and 25 Kai-bus-Kong river at Menard's Bridge.. 107
26 and 27 Talon lake above Talon Chute.. 108
28 Mattawa river below Talon Chute.. 109
29 and 30 Mattawa river below Pimisi bay.. 110
31 and 33 Three Mile Lake.. 111
33 and 34 Tea lake.. 112
35 and 36 Manitou lake.. 113
37 and 38 Kioshkoqui lake.. 114
39 and 40 Amable du Fond river at Booth's farm 115
41 and 42 Mattawa river, above Plain Chant chute 116
43 and 44 " below Plain Chant chute.. 117
45 to 50 Ottawa river at Klock.. 118
51 " head of Rocher Capitaine.. 121
52 and 53 " foot of McSourley's Rapids.. 121
54 to 57 Petawawa river above C.P.R.y. bridge.. 122
58 and 59 Ottawa river at Pembroke, Ont.. 124
60 to 62 Black river at High Falls.. 125
63 and 64 Ottawa river at head of Coulonge lake.. 127
65 to 67 Coulonge river at High Falls.. 128
68 and 69 Ottawa river at Gower Point.. 130
70 and 71 " Bryson.. 131
72 to 74 Bonnechère river at Rentrew, Ont.. 132

SESSIONAL PAPER No. 19a

		PAGE.
Table 75 and 76	Madawaska river at Calabogie	133
77 and 78	" Claybank	134
79 and 80	Ottawa river at Arnprior, Ont.	135
81 and 82	" Fitzroy Harbour, Ont.	136
83 to 92	Lake Deschênes at Britannia, Ont.	137
93 to 97	Ottawa river at foot of Deschênes Rapids	142
98 to 102	" Baker's bay	145
103 and 104	" Skead's Mills, Ont.	147
105	" Little Chaudiere Falls	148
106 to 110	" head of waterworks, Ottawa, Ont.	149
111 and 112	" head Booth's Mills, Ottawa, Ont.	151
113 and 114	" head of Eddy's Mills, Hull, Que.	152
115 to 120	" Bronson's Point, Ottawa, Ont.	153
121 to 183	" foot of Rideau Canal, Ottawa, Ont.	156
184 to 195	Gatineau river at Chelsea, Que.	177
196 and 197	Ottawa river at East Templeton, Que.	183
198 and 199	Rivière du Lièvre at Dufferin Falls, Buckingham, Que.	184
200	Ottawa river at Papineauville, Que.	185
201 to 204	Rouge river at Table Falls, Que.	186
205 to 244	Ottawa river at head of Grenville Canal, Grenville	188
245 to 284	" foot of Grenville Canal, Greece Point, Que.	208
285 to 325	" head Carillon Canal, Carillon, Que.	228
326 to 365	" foot of Carillon Canal, Carillon, Que.	243
366 to 406	" head of Ste. Anne lock, Ste. Anne, Que.	268
407 to 446	" foot of Ste. Anne lock, Ste. Anne, Que.	289
447 to 486	River St. Lawrence at head of Lachine Canal, Lachine, Que.	309
487 to 526	" foot of Lachine Canal, Montreal, Que.	329

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, August 25, 1910.

Honourable WILLIAM PUGSLEY,
Minister of Public Works.

SIR,—I have the honour to present herewith a progress report of the Engineer in charge, Mr. C. R. Coutlee, regarding the investigations made and construction work performed during the fiscal year ending March 31, 1910, in connection with the control and storage of the flood waters of the Ottawa river.

During the extensive surveys made for the proposed Georgian Bay Ship Canal, and in elaborating a project for a first-class waterway, it was soon seen that no satisfactory scheme could be devised unless it included an efficient partial control by storage of the spring floods of the Ottawa river throughout its watershed, in order to reduce the fluctuations in the different reaches, to eliminate swift and dangerous currents, and to establish practically slack water navigation.

In the report on that waterway, it was shown that conditions in the upper Ottawa river were very favourable to a partial control of the surplus waters which could be used to increase the low water flow in time of deficiency, and that this control would not only be of benefit to navigation, but would be of great advantage to all commercial and industrial interests on the river depending on water for power and transportation.

Moreover, the fact that large communities depend on an adequate and permanent river flow for the necessities of life, such as water supply for domestic purposes and fire protection, and the economical production of electrical energy for lighting, tramways, industries, &c., gives to this control a vital and national importance. For these public utilities a shortage of water becomes a serious matter, as was exemplified in 1905 by the helpless conditions of the powers at the Chaudiere Falls on the Ottawa river on account of the long period of extremely low flow.

This should be a matter of great concern to the Government as well as to all other interested parties, and the conservation of surplus water to improve conditions during periods of deficiency becomes a question of the greatest public interest.

In the report on the Georgian Bay Ship Canal project, published in 1908, considerable preliminary data was given in regard to the possibility of establishing a satisfactory system of reservoirs on the Ottawa river, and such results and deductions as were then possible to make, were incorporated in the report.

On pages 242 and 243, the writer made the following statement:

> 'In initiating the preliminary surveys for the storage it was not expected that a complete solution could be found in a short time, but that sufficient preliminary data could be collected to show that partial control at least was possible at reasonable cost. Its complete determination would take several seasons, and extensive surveys would be required to select suitable sites for all dams and determine accurately the capacity of all reservoirs. This I am not ready to recom-

mend, unless the construction of the canal is decided. In that event, a hydraulic bureau should at once be formed to carry on systematic surveys and establish gradually the storage system during the construction of the canal.

'But even should construction be delayed, I would strongly recommend that preliminary studies, and the collecting of hydraulic data be continued, and it is my intention to keep a few men at that work unless otherwise instructed.'

Again at page XXI of the report, in the summary giving the results and conclusions of the survey, your Engineering Board advised as follows:—

1st. That it is of great importance to continue every year the flow measurements of the Ottawa, Mattawa and French rivers, at low, ordinary and high water stages, in order to have continuous records of same, which will prove invaluable in the further development of the canal problem, in case of construction, and a better knowledge of the water-power possibilities.

2nd. That though it has been ascertained that the Ottawa river flood waters can be restrained partially, the preliminary investigations made, disclose the fact that data is lacking upon which to base a definite and judicious storage scheme. Twenty thousand square miles of the upper drainage area is but little known, and a reconnaissance of each lake is necessary before the true storage value of the area can be stated.

Each of the larger tributaries—the Rouge, the Lièvre, the Gatineau, the Coulonge, the Black, the Du Moine, the Montreal, the Petawawa and the Madawaska—requires to have its storage lakes definitely decided upon, and the inflow, outflow and surface height recorded continuously for a period of several years.

Continuous records of this kind are the only data upon which the restraint of floods and the reserve of water for navigation and power purposes can be determined with accuracy. Their value depends entirely upon the length of time over which the records extend; it is, therefore, recommended that the collection of this information be continued without interruption.

3rd.—That this study be extended gradually to all the large river drainage valleys which are possible of development for navigation and power purposes.

During the session of 1908-9, parliament voted the sum of $65,000 to commence the construction of storage dams on the Ottawa valley previously recommended by Mr. G. P. Brophy, superintendent of Ottawa River works. Another sum of $20,000 was voted to continue the preliminary studies already commenced of the Ottawa river watershed.

Having been promoted to the position of Assistant Deputy Minister in the department, Mr. C. R. Coutlee, C.E., was appointed Engineer-in-charge of the whole storage work, under the direction of the Chief Engineer, it being understood, however, that the work would be continued under my general supervision in an advisory capacity.

The result of the first year under this arrangement is embodied in Mr. Coutlee's very able and interesting report herewith transmitted.

The duties connected with the very extensive and growing work of the department, however, have left me very little time to devote to this question, and the depart

ment has been particularly fortunate in securing the services of such able and energetic engineering officers as Mr. C. R. Coutlee and those immediately under him.

The report now presented, after a brief review of the preliminary works performed in relation to storage during the survey for the canal, treats of the present water-power development on the Ottawa river, the different lakes along its course, the characteristics of its watershed, its flow, &c., and gives figures as to the possible amount of water which can be stored in the natural reservoirs which it has been possible, so far, to investigate and study with a fair degree of accuracy.

It shows that storage so far in sight, and for which controlling dams are either under construction or sites fully surveyed and contract plans under way, are:—

—	Area.	Maximum Possible depth.	Storage.
Lake Timiskaming	100 sq. miles.	20 feet.	2,000 sq. miles feet.
Lake Kipawa	100 "	20 "	2,000 "
Lake Quinze and Expanse	100 "	20 "	2,000 "
Total			6,000 "

This represents a maximum possible reserve for each of these lakes of practically 56 billions cubic feet, or a total of 168 billions cubic feet of water, which instead of rushing to waste, would be pent up in these reservoirs and gradually let out during the low period.

Taking the low period at 150 days between October and March, it will then be possible to augment ultimately the low water flow at Ottawa for that period by 10,000 to 12,000 cubic feet per second. It can be seen, therefore, what immense benefits will be derived from these reservoirs. Their beneficial effect is admirably resumed in Mr. Coutlee's report, as follows:—

1st. They will improve the potability of the water.

2nd. They will increase the depth for navigation.

3rd. They will increase and steady the flow for power production.

These reservoirs, though large, would not, however, be sufficient to exert the full control that is required of the flood waters during extreme years of flood flow, and further reserves may be had by other dams at the outlets of Lake Turnback, Opasatika, Grand Lake Victoria, Birch, Barrière, Kakabonga and several other lakes on the main stream or on the tributaries, which are now either under study, or will be investigated as soon as time and staff are available.

Following a detailed description of the three large reservoirs mentioned above, the results of a great number of flow measurements are given, with an interesting description of methods followed in metering.

Mention is also made of certain investigations commenced on some of the tributaries of the Ottawa, which are to be continued and will be reported upon later.

Construction work.—In relation to the reserve dams, the one at the foot of Lake Timiskaming and that on Kipawa river are under contract.

The progress of the work on the Timiskaming dam has not been as rapid as was desired and expected on account of heavy work in foundation. The Kipawa river dam is progressing satisfactorily. Both dams are of concrete with stop-logs sluice-ways, having an aggregate clear discharge sectional area at least as large as the original section of the river.

Contract plans are ready for the Gordon Creek dam, another outlet of the Kipawa lake, and plans are being prepared for the Quinze dam. Full details regarding the construction of the dams under contract will be found in Mr. Coutlee's report.

At headquarters, a map of the Ottawa river watershed on a large scale has been commenced, in order that the information, as it is gradually collected may be recorded on it and made easily available. This map, when completed, with the corrected elevations and location of the different lakes and streams throughout the watershed, will be a great help in studying the various problems involved in devising a judicious scheme of storage.

During the year, negotiations have been commenced with the Quebec and Ontario governments in relation to the control of the water-powers, should any be developed in connection with some of the reserve dams. It is hoped that a satisfactory understanding will be reached shortly.

It may be interesting to compare here the results already obtained on the Mississippi river, by storage reservoirs at headwaters, with the probable results to be obtained by the Ottawa river storage.

The project adopted in 1880 for the Mississippi river, by the United States government, called for the construction of forty-one reservoirs, the primary object in view being for the benefit of navigation in the upper part of the river.

Five timber reserve dams were built, which were subsequently reconstructed in concrete, the estimated storage capacity of the reservoirs created being from 70,000,000,000 to 90,000,000,000 cubic feet of water. This was secured at a total cost of about $1,200,000 for original construction, renewals in concrete and acquisition of land, surveys, &c.

Though the project is far from being completed, it is reported by the U.S. Army Engineers that the expenditure as a whole, so far, has resulted in benefit during the low water season, in the upper part of the river and, incidentally, in the mitigation of the floods above St. Paul, the chief benefit being probably to commerce on the river below St. Paul. It is said: 'The effect on freight rates has been considerable, both on the upper river and below St. Paul. Without the reservoirs, steamboat navigation would scarcely be possible during low water between Brainard and Grand Rapids.'

As seen in the first part of this report, the three first reservoirs of the Ottawa river reserve system—the Timiskaming, the Kipawa and the Quinze, which are under construction, will have a maximum storage capacity of 168,000,000,000 cubic feet of water or about double the capacity of the reservoirs already in operation at the headwaters of the Mississippi. Assuming that for a certain number of years it will not be possible to operate these reservoirs at their full capacity, on account of timber to be cut around the reservoirs for the high reserve stage contemplated, time required to settle some of the land damages, possible deficiency of inflow during low springs, &c., it is confidently expected that the winter flow can be so regulated as to make room for over 100,000,000,000 cubic feet of water at the end of the winter in the three

reservoirs mentioned. The great benefits to be derived from this conservation of surplus water in the way of mitigation of floods, regulation of flow for power purposes, raising of the low level plane in the navigable stretches of the river, &c., can be secured at an estimated total expenditure of, say:—

Timiskaming dam—under construction	$200,000
Kipawa River dam—completed	38,000
Gordon Creek dam (Kipawa)—contract plan ready	40,000
Quinzo dam	300,000
Damages, surveys, &c.	150,000
Total	$728,000

These dams will be all concrete permanent structures, with the stop-log type of sluiceways, well adapted to conditions on the Ottawa river. They will not therefore require renewals as would be the case with timber dams, and will necessitate only ordinary care and maintenance.

The policy of building other reserve dams of concrete will be followed, excepting in such cases where it will be impossible to transport cement to the dam sites at a reasonable cost.

The figures quoted show that great benefits will be derived for a relatively low expenditure by the construction of the first three reservoirs of the reserve project under study, and that this expenditure will be well justified.

During the coming year, as the construction of these dams progresses, the question of rules and regulations to govern the operation of the reservoirs will be taken up and given the most careful consideration, as many interests will be involved.

Their ultimate object is to benefit navigation, but in their operation due regard has to be given to other legitimate interests.

Industries depending on water-powers will demand that at no time shall the discharge be reduced below the normal low-water flow of the streams affected. The floating of logs, which is at present the main feature of the the of the rivers affected by the reservoirs, will have to be controlled and the logs passed through the sluiceways without too much waste of water, and in a manner which will not affect the commercial interests involved. The winter flow will have to be regulated so that the reservoirs will be practically empty at the end of the winter, and the full capacity of the basins will therefore be available when the spring freshets commence, thus avoiding all danger of higher flood level than formerly reached, which would be the case should a heavy spring flow find the reservoirs half full or at a comparatively high stage.

During the low period, water will have to be released so as to keep the level of the river in the different navigable stretches from going below certain fixed elevations, as may be determined in the interests of navigation.

It is probable that no rigid rules can be promulgated which will apply in all cases, but general regulations will have to be observed, much being left to the judgment of the officer in control to meet the requirements and operate for the greatest benefit to the public. It is intended to connect the different reserve dams with the head office of the controlling officer by a system of telephone lines.

Before concluding, it may be pointed out that it is possible that the great national port of the Dominion, Montreal harbour, will benefit directly also from the storage

system projected. Very low water in Montreal harbour and the St. Lawrence, appears to be coincident with the low water in the Ottawa, and any increase in the low water flow of the Ottawa should have some effect on the St. Lawrence and Montreal harbour. No curve of discharge of the St. Lawrence exists from which the effect of this increase can be accurately calculated. This feature is worthy of more extensive study and would require gaugings of the flow of the St. Lawrence at different localities. It may be that at some future date, this may be included in the investigations yet to be made in connection with the storage project, if sufficient funds are available.

With a view to facilitate the work of those wishing to look up all the information so far available, relating to the Ottawa river storage, I give below the pages of the Georgian Bay Ship Canal report where information may be had in addition to that presented in this report:—

Pages 82 to 90.....
" 149 " 151.....
" 159 " 163.....
" 246 " 310.....
" 176 " 490.....

I have the honour to be, sir,
Your obedient servant.

A. ST. LAURENT.
Assistant Deputy Minister.

OTTAWA RIVER STORAGE

ANNUAL REPORT, APRIL, 1909, TO MARCH, 1910.

In the autumn of 1904, the Ottawa deep navigation survey was begun by the Public Works Department, and Mr. Alex. McDougall, of that survey, undertook an examination of the water conditions in the 57,000 square miles of watershed.

Mr. McDougall established gauges and collected a mass of very valuable information regarding the high and low stages of the main Ottawa and some of its tributaries.

Chief among these was the daily record of water surface kept at the foot lock of the Rideau canal at Ottawa, which indeed was the only reliable record of the high and low fluctuations of the river.

Mr. McDougall established a measurment station at Besserer's grove, and many meterings of the river have since been made at this place. A fairly accurate discharge curve has been plotted, from which the discharge in cubic feet per second can be obtained for any height at the Rideau locks, and a continuous record of the flow of the river has been plotted since the year 1844. For a great portion of these 64 years also the rainfall, snowfall and temperature has been charted.

To my knowledge, this is the only river in Canada that has its regime so manifested on paper, yet similar work must be done for each large river basin in Canada before any definite idea of the effect of dams or other works can be predicted.

Now, high and low stages occur in this north country once in every five or ten years, but the extreme high and extreme low stages will be found only after thirty or thirty-five years of observation, so the sooner the work of gauge reading is begun the better.

A general map of the Ottawa watershed, showing each tributary basin, was also compiled from the 'Carte Regionale' of Quebec, augmented by information from lumbermen and others, including the survey made under Mr. Brophy, 1904 and 1905, in connection with storage upon Timiskaming, Kipawa and Expanse lake basins.

This, then, is the material on hand, very valuable it is true but requiring to be extended and amplified in detail.

Ottawa Power Development.

The only great manufacturing centre so far developed in the valley is at the city of Ottawa.

The Chaudière falls were developed on the Quebec side first by Mr. Wright in 1800, and after that, the development was added to, but the Ontario side was a more difficult problem, and it may be said that no general use of the falls was made till 1855, when the Eddy, Booth, Bronson, Baldwin and other companies had large lumber factories in operation. The power required was comparatively small, and was used mostly in summer time when the river was high, so that a large amount of water could run to waste without being noticed. The development, too, was done in a piece-meal fashion to suit the capital and experience of those early days.

After the fire of 1900, however, new industries took the place of the simple lumber-mills, and these new industries required more power than the old development could furnish at low water period. The manufacture of electric energy, for example, was constantly increasing and also the power required for pulp grinding. Finally, the

No. 1.—Chaudière Falls, Ottawa, at high water. Upwards of 150,000 c. f. s. flowing to waste. Storage will prevent this.

No. 2.—Chaudière Falls, Ottawa, at low water. Only 10,000 c. f. s. flowing, hardly sufficient for municipal purposes, while manufactures must close. Storage will double this flow.

owners were driven to build the dam across the falls or central portion of the river, so that during low stages, the water could be stopped running to waste and turned through their wheels.

There is then a shortage of water, while in the future the uses and amount of power must increase many times as the district grows. The shortage begins about September 15 and lasts a month, when the autumn rains generally come to the relief of the situation, and the trouble is postponed until January 15, from when it continues till March 25.

Usually, there is a shortage for 100 days, but during years such as 1846-81-87 and 1906 to 1908, this period may be extended over 200 days.

Lots of water to make power runs to loss each spring. How can this be saved to do work? The obvious answer is to create reservoirs large enough to hold all or part of this flood water for use during autumn.

Ottawa Valley Lakes.

Aylmer lake is the first great pond above Ottawa, area 40 square miles, over which a layer 5 feet deep could be stored without undue flooding, equivalent to 430 c.f.s. for 150 days.

Arnprior lake is the next pond, area 25 square miles, on which a layer 5 feet deep could be kept, equivalent to 270 c.f.s. for 150 days.

Then Pembroke lake (Deep river), area 60 square miles, on which a layer five feet deep could be kept, equivalent to 650 c.f.s. for 150 days. These three lakes are expansions of the main river, they have settlements along their shores and no doubt heavy damages would be claimed for rises above those given. Their sum total of storage would only be 625 square mile feet, equivalent to 1,350 cubic feet second (c.f.s.) for 150 days, obtainable at great cost.

The next series of reservoirs, however, are in the great interior basin of the north Ottawa, where the land is undeveloped and cheap. Timiskaming lake comes first, area 100 square miles, on which 20 feet may be held, equivalent to 4,000 c.f.s. for 150 days.

Kipawa, also, area 100 square miles, on which 20 feet may be stored, equivalent to another 4,000 c.f.s. for 150 days.

Above these two lakes are Quinze and Expanse lakes, which can be made one pond, area over 100 square miles and connected with them are several lakes to the north, Opisatica, Roger, Turnback, &c. On these wonderful lake areas 6,000 square mile feet of storage can be created for $250,000.

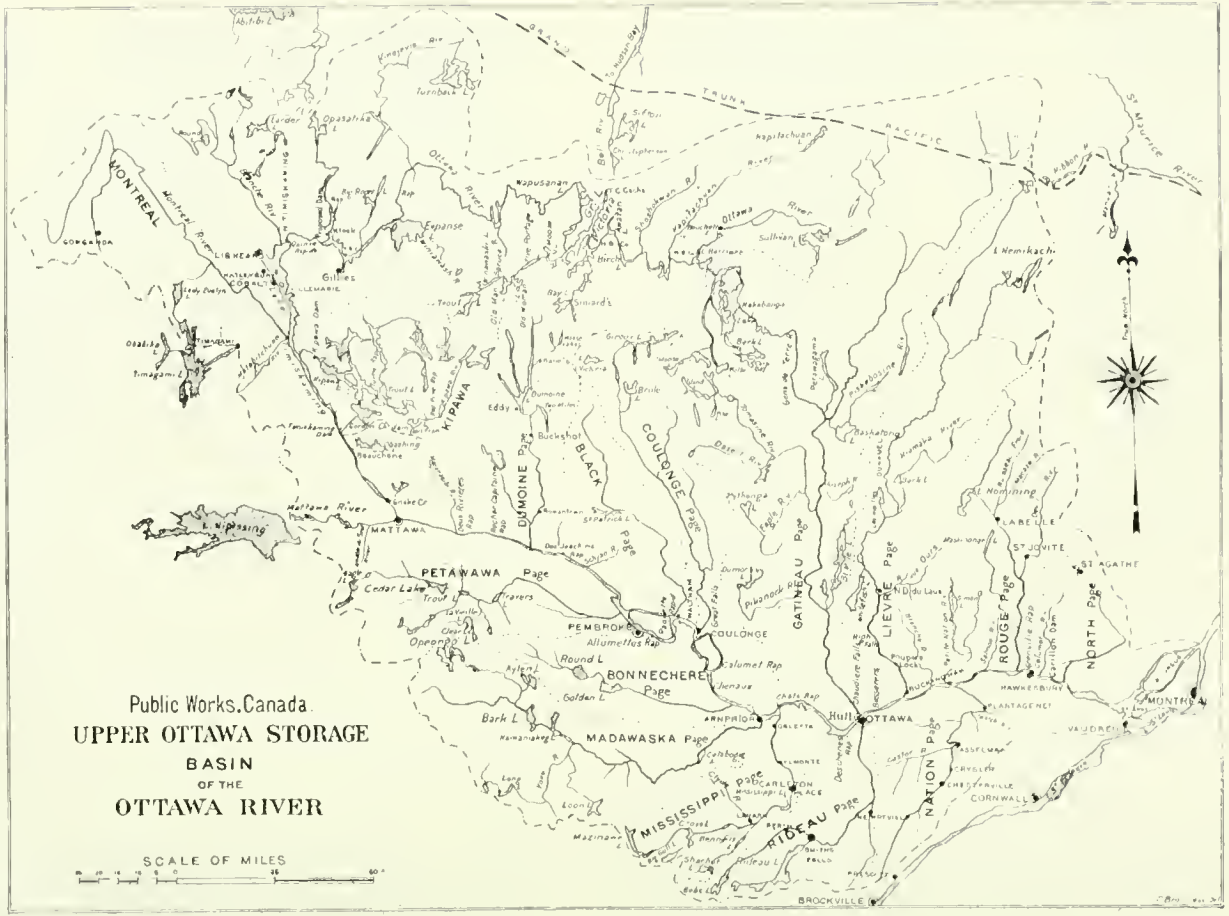
Further up the main river is Grand Lake Victoria, area 35 square miles, on which a layer probably 15 feet deep can be kept, equivalent to 1,100 c.f.s. for 150 days.

Grand Lake Victoria is an important basin, because it will not only store a large quantity, but a rise much over 15 feet will allow of discharging toward Hudson bay.

That is, in years of great flood the north Ottawa basin from Grand Lake Victoria upwards, a territory of 4,500 square miles and also a portion of the Gatineau can be sent toward Hudson bay and prevent gorging of the main stream through its settled portions.

Map of Ottawa Valley.

To begin an inventory of the useful and ornamental assets of this wild district, a general plan at a scale of 1 mile to an inch is under way. Upon this plan from time to time all information obtained will be plotted. That is the location of lakes, falls and rapids will be gradually secured, and the details between filled in, so that full information as to the horsepower, steadiness of power and raw materials nearby can eventually be had from an inspection of the map.


Public Works Canada
UPPER OTTAWA STORAGE
BASIN
OF THE
OTTAWA RIVER
SCALE OF MILES
MONTREAL
LIÈVRE
GATINEAU
BLACK
KIPAWA
DUMOINE
COULONGE
PETAWAWA
MATTAWA
PEMBROKE
BONNECHERE
MADAWASKA
MISSISSIPPI
RIDEAU
NATION
ROUGE
NORTH
Hull
OTTAWA
ARNPRIOR
BROCKVILLE
CORNWALL
MONTFORT
L. Nipissing
L. Hemikachi
St. Maurice River

Course of Ottawa River.

The head of the Ottawa is Mechegama lake, 150 miles due north of Ottawa city. The river flows westward to the head of Lake Timiskaming, then 100 miles southwards to Mattawa, then 300 miles eastwards to Montreal, describing roughly three sides of a rectangle. The following distances are in miles above the city of Montreal, the elevations are above mean low tide Atlantic:—

	Miles.
Lake Mechegama, the source	700
Barriere lake, H. B. post	625
Kapitachuan tributary from north	
Back Bone lake, elevation, 1,045	618
Shoshokwan tributary from north	
Birch lake, elevation, 1,030	605
Grand Lake Victoria, elevation, 1,000	580
Wapusana lake, elevation, 980	
Expanse and Quinze lakes, elevation, 850	475
Lake Timiskaming, elevation, 580	430
Long Sault rapids head	358
Seven league lake, elevation, 530	350
Les Erables rapids head	334
Mattawa, elevation, 500	320

Ottawa River Watershed.

The Ottawa basin is 56,000 square miles in area. Ten thousand of this lies south of the river, and is drained by the Petewawa, Bonnechere, Madawaska, Mississippi, Rideau and South Nation rivers. Five thousand square miles drain into the main stream through insignificant tributaries. Forty thousand square miles lie north of the river. The Du Moine, Black, Coulonge, Gatineau, Lievre and Rouge rivers drain 20,000 square miles of this, and the other 20,000 square miles, which includes the drainage area above Mattawa, forms the Timiskaming basin.

This upper Ottawa basin contains Grand Lake Victoria, with an area of 40 square miles, and Quinze-Expanse, having an area of 100 square miles. The area draining into Grand Lake Victoria, 4,500 square miles, contains twenty lakes aggregating 300 square miles of surface and several large rivers, the Kamachigama, Kapitachuan and Shoshokwan. At the outlet of Quinze-Expanse lake the watershed area has increased to 10,000 square miles, and the Kinojevis and Opasatika systems of lakes and rivers have increased the high water flow from 25,000 to 80,000 c.f.s.

This stream now enters the north end of Lake Timiskaming, having, in the intervening stretch of 15 miles, descended 300 feet over rocky barriers that present wonderfull visions of water-power, all of which, however, has been disposed of by lease, for the remainder of this century. Lake Timiskaming extends 60 miles south from New Liskeard to Timiskaming wharf, whence to Mattawa the river is broken by the Long Sault and Mattawa rapids with a fall of 39 feet. To the west of Lake Timiskaming is Lake Timagami, part of which flows in via the Montreal river, and to the east of Timiskaming is Lake Kipawa, draining a territory of 2,300 square miles. The latter has a surface of 100 square miles and is nearly 300 feet higher than Timiskaming. The whole basin is 20,000 square miles in area, and the run-off at Mattawa was 110,000 c.f.s. during the flood of 1909, but it dwindles down to about 10,000 c.f.s. or less during the low-water period.

Flow of the Ottawa River.

The regimen of a river, that is, the discharge at high water, at low water, and at intermediate stages, is studied by keeping a daily record of its surface at several

Public Works, Canada
UPPER OTTAWA STORAGE
PROFILE OF THE OTTAWA RIVER
MONTREAL TO KAKABONGA
SHOWING POWERS CREATED BY NAVIGATION SCHEME
AND COMPLETE STORAGE SYSTEM
i.e. 10 000 SQ MILE FEET OF RESERVOIRS
(Not including tributaries)
Giving 30 000 Cub feet per second of constant flow at Mattawa
31 000 " " " " low stage " Desjoachims
34 000 " " " " " Chats
35 000 " " " " " Ottawa
45 000 " " " " " Pte Fortune
Kakabonga & Barriere Lakes
Backbone Lake
Birch Lake
Grand Lake Victoria
Rabbit Lake
Ottawa River
many rapids and bends
Lake Expanse & Quinze
270' fall, 400 000 H.P
Lake Timiskaming
Timiskaming Sta.
50' fall, 125 000 H.P
Les Erables
Mattawa
30 fall, 75 000 H.P.
Deux Rivieres 30' fall, 75 000 H.P
Rocher Capitaine 60' fall, 150 000 H.P.
Desjoachims
40' fall, 100 000 H.P
Deep River
Paquette 20' fall, 50 000 H.P
Rocher Fendu & Calumet
70' fall, 190 000 H.P
Chenaux
35' fall, 95 000 H.P
Chats
50 fall, 140 000 H.P
Ottawa
Chaudiere
55' fall, 140 000 H.P
Hawkesbury 25' fall, 90 000 H.P
Pointe Fortune 40' fall, 150 000 H.P
Ste. Anne
Lachine
Montreal
Sea Level
Miles
0
5
1100
1045
1030
1000
980
850
580
530
500
470
410
370
350
280
245
195
140
115
75
70
120
625
608
605
585
574
570
560
475
445
430
360
354
330
320
296
294
285
265
210
190
187
175
155
122
60
50
25

points—lake expansions if possible—and then metering the flow at high water, medium water and low water. As the lake rises, the discharge increases in a regular ratio, and, as it falls, the discharge diminishes at a similar rate.

The lockmasters on the Canadian canal system measure the depth of water on the lock-sills every day in the year. This has been done at Ottawa since 1844, and, owing to this most fortunate circumstance, we can deduce the discharge on each day of the twenty odd thousand days since. I cannot too strongly urge upon all who desire to conserve our water supplies this simple matter of keeping daily gauge readings, winter and summer, for, whenever information is required to develop water-power, to build locks or to construct reservoir dams, this record is a fundamental requirement.

The record of the Ottawa has been charted, and from it the following general facts have been obtained. The average flow during sixty years has been 55,000 c.f.s., or about 1 c.f.s. for each square mile of watershed. That is, if the main river and all its tributaries had the spring flood conserved in reservoirs, the flow at Besserer's Grove would then average 55,000 c.f.s., instead of rising to 250,00 c.f.s. in May, 1876, and shrinking to 15,00 during the winter months of other years.

A diagram made by Mr. Johnson, assistant engineer, shows how the flow accumulates *en route* from Quinze to Montreal. The peak of the flood is always reached during the month of May, generally between the 10th and 30th. The flow begins to increase about April 1 and falls to normal during July. It diminishes steadily till the succeeding month of April, except for the rise due to the autumn rains during October and November. September shows the lowest water, and January, February and March are always near the danger point for power developments, thus immensely diminishing the value of the river.

A stream 100 feet wide and 3 feet deep, running 1 foot per second, or two-thirds of a mile per hour, would practically fill one square mile a foot deep in 24 hours; in other words, more exactly, 322 c.f.s. will fill or empty a square mile one foot deep in one day. Now, if a reservoir is 100 square miles in extent and a layer 20 feet in depth is stored on it, there would be 2,000 square mile feet of storage. This is just about the capacity of each of the three lakes, Timiskaming, Kipawa and Quinze-Expanse, so that, altogether their storage would amount to 6,000 square miles 1 foot deep. It would take a flow of 18,000 c.f.s. to empty the three reservoirs in 100 days, or a flow of 12,000 c.f.s. to empty them in 150 days—the average low-water period of the river. If we encroach upon the spring flood and allow only a normal flow to pass, these three great reservoirs will be filled up with a reserve supply. This can be fed out during November, December, January, February and March, thereby doubling the present insufficient low-water flow.

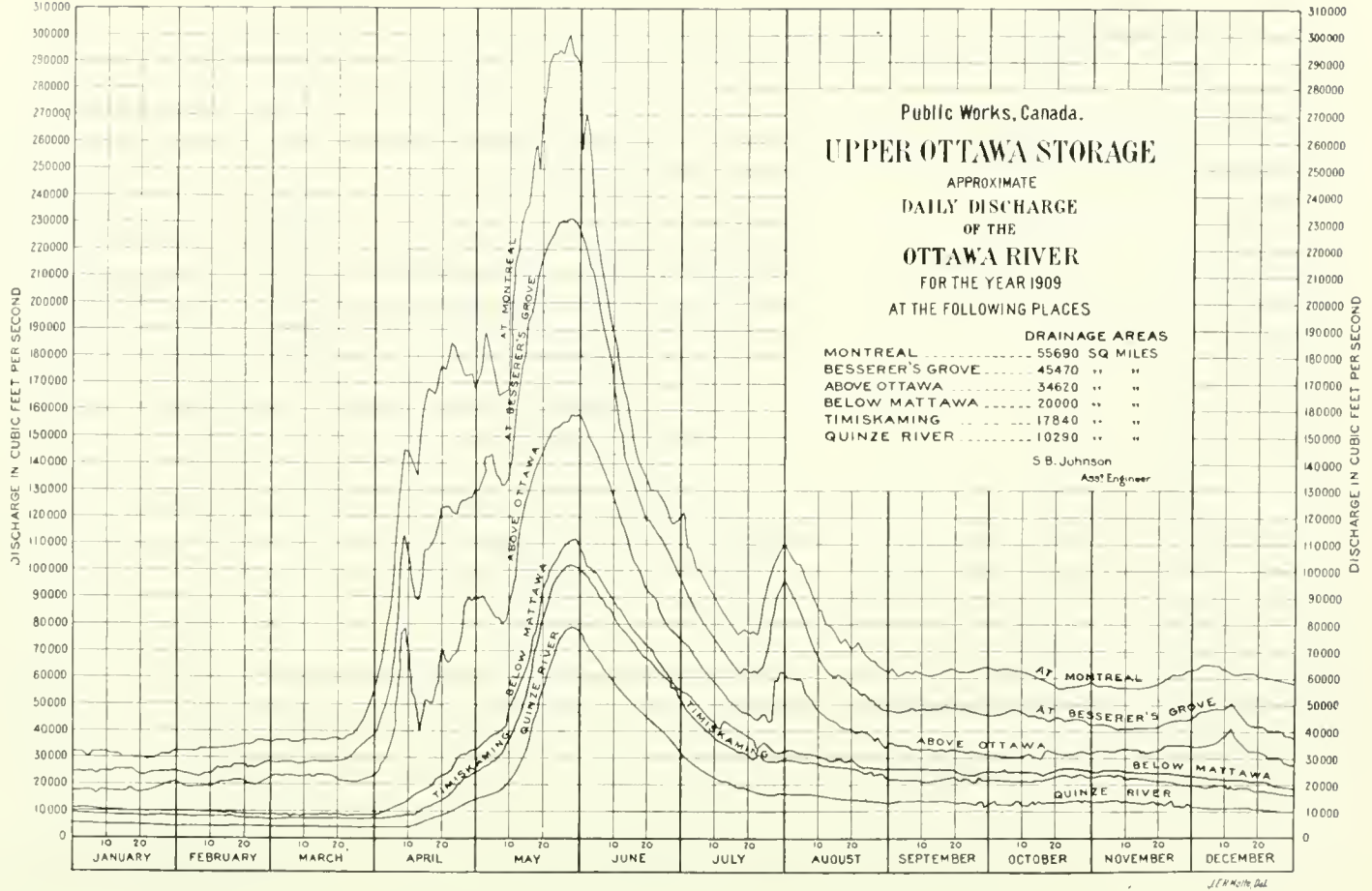
Quantity of Flow.

From the gauge records kept since 1844 at the foot of the Rideau canal, and the meterings of flow made since 1905 at Besserer's, which is the discharge point of 45,500 square miles of drainage area (includes the Gatineau and Rideau rivers, but not the Lievre), it has been possible to deduce the following:—

Flow at Besserer's metering station, 9 miles below Ottawa city, and 111 miles above Montreal.

	Square mile feet.
Yearly mean discharge 1844-46 and 1850-1906, 55,464 c.f.s. sufficient to cover	62,740
Yearly greatest discharge was in 1890 average daily 68,584 c.f.s. sufficient to cover	77,582
Yearly lowest discharge was in 1877 average daily 35,583 c.f.s. sufficient to cover	40,251

Mean maximum high, 158,900 c.f.s. during 40 days for 60 years.


Public Works, Canada.
UPPER OTTAWA STORAGE
APPROXIMATE
DAILY DISCHARGE
OF THE
OTTAWA RIVER
FOR THE YEAR 1909
AT THE FOLLOWING PLACES
DRAINAGE AREAS
MONTREAL ..... 55690 SQ MILES
BESSERER'S GROVE ..... 45470 " "
ABOVE OTTAWA ..... 34620 " "
BELOW MATTAWA ..... 20000 " "
TIMISKAMING ..... 17840 " "
QUINZE RIVER ..... 10290 " "
S B. Johnson
Asst Engineer
DISCHARGE IN CUBIC FEET PER SECOND
AT MONTREAL
AT BESSERER'S GROVE
ABOVE OTTAWA
BELOW MATTAWA
TIMISKAMING
QUINZE RIVER
JANUARY
FEBRUARY
MARCH
APRIL
MAY
JUNE
JULY
AUGUST
SEPTEMBER
OCTOBER
NOVEMBER
DECEMBER

Yearly precipitation, 1866-72 and 1874-1906 (45,500 square miles to Besserer's) 31·64 ins. sufficient to cover, say 119,000 square mile feet.

Run off, 53 per cent of precipitation.

Yearly mean temperature, 1866-72 and 1874-1906, 46·36° F.

Timiskaming Basin.

At Mattawa, 300 miles above Montreal, which is the discharge point of the Timiskaming basin (includes part of Timagami and all Kipawa lake basins, the amount is probably:—

	Square mile feet.
Yearly mean, 25,000 c.f.s. would cover	30,300
Yearly greatest discharge is probably 30,000 c.f.s. would cover	36,500
Yearly lowest discharge is probably 20,000 c.f.s. would cover.	24,500

High, 1909, May 25-30, 110,000 c.f.s.

ACCUMULATION HIGH AND LOW YEARS.

The Timiskaming basin including everything from the source through Quinze down to Mattawa, will first be considered. Its area is 20,000 square miles, and its waters drain out as follows during a high year:—

Month.	Flow c. f. s.	Amount over 31,000 c. f. s.	Amount under 31,000 c. f. s.	Making storage sq. mile feet.	Using storage sq. mile feet.
May	83,000	52,000		4,990	
June	81,600	50,600		4,860	
July	41,300	10,300		990	
August	28,800		2,200		210
September	24,700		6,300		600
October	19,000		12,000		1,150
November	19,000		12,000		1,150
December	19,000		12,000		1,150
January	12,000		19,000		1,830
February	11,500		19,500		1,580
March	9,900		21,100		2,030
April	21,600		9,400		900
				10,840	10,900

The table shows that the square mile feet (that is the number of layers a mile square and one foot deep) covered by the excess flow during May, June and July (that is, 10,840 square mile feet) would be a little more than exhausted by the end of the twelve months. So that a constant daily flow of almost 31,000 cubic feet per second could have been maintained throughout the season.

The Timiskaming basin during a low year drains out as follows:—

Month.	Flow c. f. s.	Amount over 19,000 c. f. s.	Amount under 19,000 c. f. s.	Making storage sq. mile feet	Using storage sq. mile feet.
May	44,100	25,100		2,400	
June	39,800	20,800		2,000	
July	22,500	3,500		340	
August	18,000		1,000		90
September	15,300		3,700		345
October	13,500		5,500		530
November	14,000		5,000		465
December	15,000		4,000		375
January	10,000		9,000		865
February	10,000		9,000		865
March	9,000		10,000		960
April	17,000		2,000		185
				4,740	4,690

The table indicates that the square mile feet of storage acquired from the excess flow during May, June and July would be about exhausted by the end of the twelve months; so that a daily flow of 19,000 cubic feet per second could have been maintained through the season.

Ordinary years would likely yield a daily flow between 25,000 and 30,000 cubic feet per second at Mattawa.

STORAGE REQUIRED.

Storage must, however, be provided for high years. Extreme high years occur about three times in each century. Perfect control then requires 11,000 square miles a foot deep (or 1,000 square miles 11 feet deep) for a high year, but these reservoirs would only be half filled (43 per cent) during a low year.

Storage so far has been found as follows:—

	Area.	Possible depth.	Storage.
	sq. miles.	feet.	sq. ml. ft.
Lakes Quinze and Expanse	100	20	2,000
Lake Kipawa	100	20	2,000
Lake Timiskaming	100	20	2,000
			6,000

There is still required then 5,000 square mile feet of storage which may be had by other dams at the outlets of Lakes Turnback, Opasatika, Grand Lake Victoria, Birch, Barriere, Kakabonga, &c.

The last mentoned lake is particularly important as it will also serve to regulate the Gatineau river. Grand Lake Victoria receives the drainage from a large territory including Kakabonga, and it can be so arranged as to pour part of its contents toward Hudson bay in case of need.

Investigation shows that several lakes can be economically converted into reservoirs by dams at the outlets. The flood water, then, instead of rushing to waste, would be pent up on these reservoirs and gradually let out later in the season.

These reservoirs will exert a threefold effect upon the discharge of the drainage basin as follows:—

1. Improve the potability of the water.
2. Increase the depth for navigation, and
3. Steady the flow for power production.

No. 3.—Mouth of Wabi Creek at Liskeard, showing high water surface of Lake Temiscaming during May, 1909.

No. 4.—Low water on Lake Temiscaming at Haileybury. During summer the surface will be kept higher, gradually lowering during winter to several feet below low stage.

Timiskaming Reservoir.

Timiskaming, Kipawa and Quinze are what may be termed the primary reservoirs, and the immediate construction decided upon is the dam to hold up Timiskaming lake.

Timiskaming dam was designed and located in 1905 as a wooden structure, but later it was decided to make it of concrete, and an examination of the foundations to this end was undertaken.

A study of the high and low stages of the lake was also made to determine what might be accomplished by emptying the lake to the lowest point before floods and filling it to the highest allowable stage for winter consumption. Ice conditions were also noted, the opening this year, 1909, being from May 12 to 15, the latest recorded. Inquiries were also begun regarding navigation and log driving.

The height of stored surfaces is dictated by the area of town and farm property that will be flooded, and the effect upon water-powers either developed or possible.

This great lake stretches north from Timiskaming station, sixty miles to New Liskeard, Ont., and Murray, Que. It is navigated by regular steamboat lines and until the Timiskaming and Northern Ontario railway was built they formed the only transport up to Ville Marie and the clay belt.

WATERSHED.

The immediate drainage area is very limited as the shores are high and steep, but this lake receives all the drainage of the Kipawa, Quinze, Expanse, Blanche and Montreal systems, a total area of 18,000 square miles down to Timiskaming station.

AREA OF LAKE TIMISKAMING.

The lake is narrow, practically a river for 12 miles up to Opimika Narrows, then about a mile in width for 30 miles further up to Silver Center, whence it becomes wider till the maximum width is attained at the head of the lake between Haileybury and Murray.

INLETS OF TIMISKAMING.

The Quinze river brings all the Upper Ottawa waters into Paulson bay. The Blanche drains a clay area of 1,800 square miles, and the Montreal river a richly mineralized rock area of 2,800 square miles. The Matabitchouan drains a series of lakes reaching almost to Timagami and the Kipawa river is the principal inlet from Lake Kipawa.

OUTLETS OF TIMISKAMING.

The only outlet is at its south end, where, through the Long Sault Rapids, the waters fall 59 feet in six miles into Seven League lake, and thence by three other rapids descends 30 feet more to Mattawa. The discharge was 110,000 c.f.s. during May, 1909, a very high period, but it shrinks to 10,000 or less at low stages during winter time.

HAILEYBURY SEWERS.

I had Mr. Philp examine the sewer system and septic tanks now under construction to see if the proposed raised level would interfere with their working, and the engineers, Messrs. Clark and Monds, were notified.

No. 5.—Dam site at foot of Lake Temiscaming, winter of 1909. The island in mid-stream will divide the Ontario sluiceways from the Quebec sluiceways. Notice bench land to right.

No. 6.—Log driving on the Ottawa River. Probably the most expert river men in the world pry and roll these stranded saw logs into the stream again.

SHORE LINE.

The borders of Timiskaming are generally high and rocky up as far as Haileybury. Beyond this, the foreshore is clay and, although there is a good ridge further back, this low front determines the rise that may be given. At high water, 1909, the front of New Liskeard was badly flooded, the water being over wharfs and entering dwellings and even basements of good buildings on the Main street.

The town's people, as represented by the mayor and board of trade, desire a level about 4 feet lower than that year. This would be elevation (592-4) 588, and I have arranged the dam for this, and of course for the extremely high natural condition (elevation 592) also. At a maintained surface level 588, the damages would appear to be very slight.

RESULTS TO BE EXPECTED.

The holding of Lake Timiskaming at elevation 588 means a depth of storage of 15 to 20 feet. That is, the sluiceways will drain down the lake to that amount between October and March, and augment the low water flow at Ottawa during 150 days by 3,000 to 4,000 c.f.s.

Kipawa Reservoir.

The lake is about ten miles east of Lake Timiskaming and is roughly parallel to its lower portion.

WATERSHED.

The watershed extends from Timiskaming lake 5 miles eastward, to longitude 78 W., and 45 miles north and south, comprising an area of 2,100 square miles (4 per cent of the total Ottawa watershed).

AREA OF LAKE KIPAWA.

Kipawa lake itself has an area of 110 square miles and is situated along the southwest side of its own watershed. It extends 30 miles southeast from its northern outlet to Hunter lake, as its southern extremity is called. There is a large northern bay called Hay bay and a southern one called Pratt bay.

INLETS OF KIPAWA.

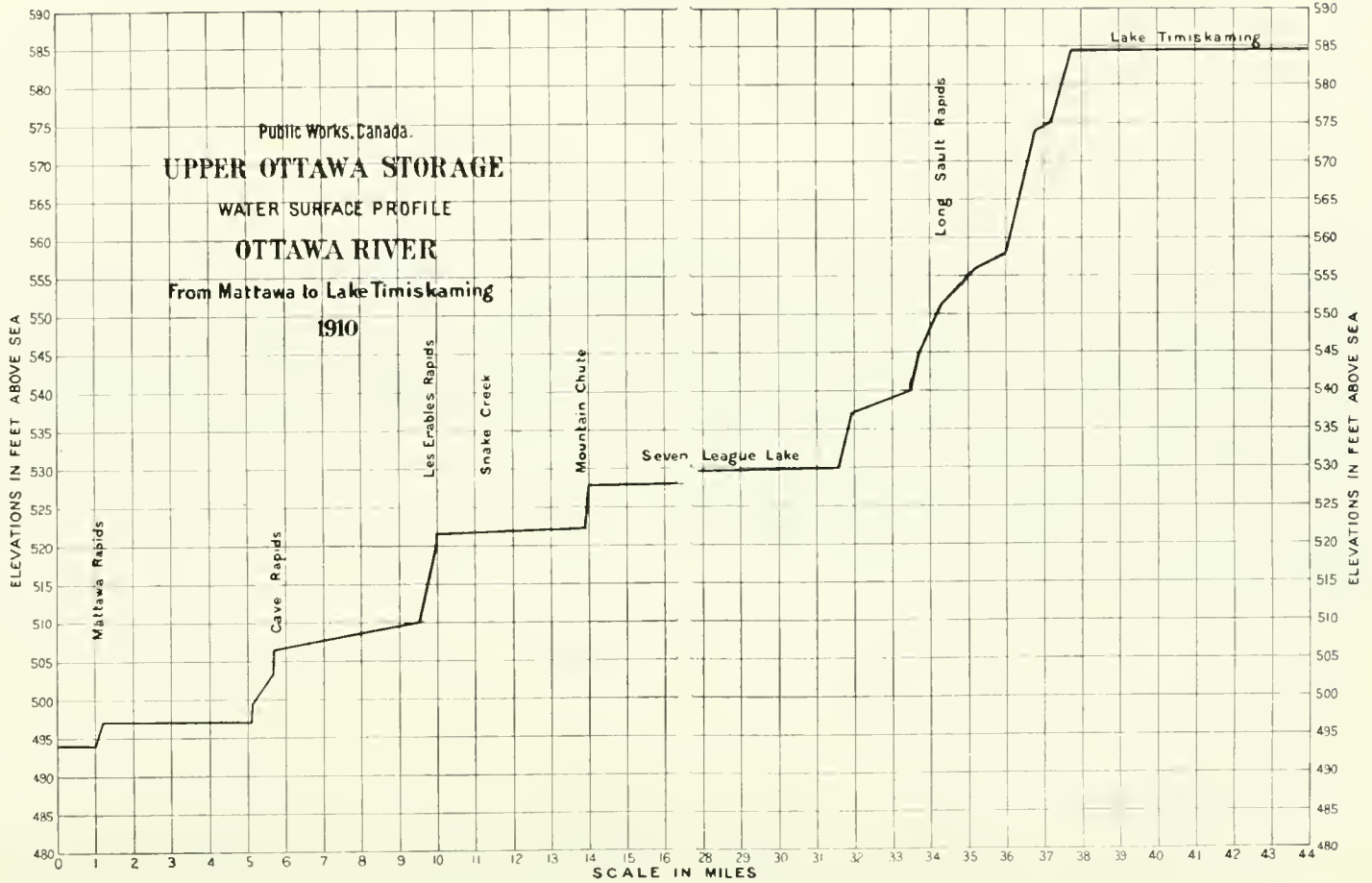
Into the Hunter lake end of Kipawa, there flows the North river at Turtle Portage draining lakes:—

Sasaginaga	20	square	miles	area.
Meatbird	10	"	"	"
Birch	8	"	"	"
Ostaboining	20	"	"	"
Turtle	6	"	"	"
Total	64	"	"	

There is also another inlet at Red Pine chute, the Kipawa river, of which indeed the lake is a large expansion, draining lakes:—

Grassy	7	square	miles.
Ogascana Prude and Ross	30	"	"
Wolf and Brule	11	"	"
Sairs	5	"	"
Garden, Blue and Green	9	"	"
Boisfrane	5	"	"
Total	67	"	"

No. 7. Typical shore line of Lake Temiscaming, showing logs floating inside a boom, and on the right the rollway whence they were launched on to the ice during winter. The logs are worth well over a dollar a piece.


Public Works, Canada.
UPPER OTTAWA STORAGE
WATER SURFACE PROFILE
OTTAWA RIVER
From Mattawa to Lake Timiskaming
1910
ELEVATIONS IN FEET ABOVE SEA
SCALE IN MILES
Mattawa Rapids
Cave Rapids
Les Erables Rapids
Snake Creek
Mountain Chute
Seven League Lake
Long Sault Rapids
Lake Timiskaming

OUTLETS OF KIPAWA.

The chief outlet is through Kipawa river at the north end, which in eight miles descends 300 feet into Timiskaming lake. Gordon creek is the other outlet discharging about one-seventh the quantity passed by the Kipawa river. Gordon creek was enlarged and equipped with dams some years ago by the Gordon Creek Improvement Company, to facilitate the passage of saw-logs.

SHORE LINE.

The borders of Kipawa lake are wooded and high enough to hold a rise of 10 feet above the present high water surface. The lake surface has been held artificially by dams for many years, and trees along the border have been water-killed. These trees fall in time, creating a tangle of dry branches along the shore, with consequent fire danger, or, floating about, form a menace to boats. It is urged that all shore lines be cleared of trees and rubbish for a height of 5 feet above the raised surfaces.

DAMS REQUIRED.

The dozen or more lakes listed above could be made to furnish an area of 130 square miles of reservoir, but the dams at present proposed are to retain Kipawa lake alone, 110 square miles area.

One dam, consisting of two sluices and a rock embankment, is located at the entrance to Kipawa river, 26 miles north of Kipawa station.

The other dam, consising of one sluice and a rock bank across the entrance to Gordon creek, is to be situated at Kipawa station (Canadian Pacific railway).

DAMAGES.

At the north end the country is wild and rocky, no damage will occur there at the present stage of development. At the south end, Kipawa station, the water front will be entirely changed. The two railway trestles, 700 feet in all, can be done away with and the three storehouses, which they serve, can be moved to positions where there will be ample depth of water during navigation for the steamboats.

Little damage is to be expected at the other portions of the lake, owing to the generally wild and rugged nature of the country.

EXAMINATION OF SHORES.

Mr. Matheson and myself began a tour of Kipawa lake to examine the shores and see if the proposed rise of water would create very serious damage. On September 8, we visited Pratt bay, Latour bay and Jambeau bay, at the end of which there is a road southward to Obashing lake. The next day, we proceeded via Smith bay and Sunnyside to Turtle portage, and the following day we visited Pine chute, the extreme southeast bay of Kipawa lake. We then proceeded northward along the east shore of the lake to the head of Hay bay at Chemaugan dam. On September 11, we coasted along the north shore of the lake and into the extreme end of Taggart bay, returning to Kipawa that night.

The other branch of Kipawa, via Sandy portage to the outlet, had been previously examined, and from this rapid reconnaissance of the shores, there does not appear to be an excessive amount of flooding for even a ten-foot raise of the lake surface.

WATER POWER.

There is an opportunity for a small power development, 1,000 horse-power, on Gordon creek, and for a larger one on Kipawa river.

No. 8.—Turtle Portage where North River enters Kipawa Lake. Capt. Kelly's house on the left, log sluice in centre, and storehouse with portage railway to right.

No. 9.—Red Pine Chute where Kipawa River enters the head of Kipawa Lake. McLaughlin Bros. depôt is near this picturesque fall which will be obliterated at full reservoir stage.

No. 10. Gordon Creek Dam and Sluiceway. This outlet of Kipawa Lake was excavated and the dam constructed by an improvement company to facilitate the driving of logs down this creek eight miles to Lake Timiskaming. See profile of creek, page 22, which illustrates the quick fall over the edge of the granite plateau into Lake Timiskaming, the great fissure. (Plans are being prepared to replace this old structure by a concrete dam with large sluiceway.)

RESULTS EXPECTED.

The Kipawa basin will accumulate during ordinary years enough water to cover 2,000 square miles 1 foot in depth. That is, Kipawa lake proper, 110 square miles area, would have to rise about 20 feet to hold the whole run off. Its surface now fluctuates from zero to ten feet, so 10 feet more over the lake would impound all the available water.

Off the 2,200 square miles of Kipawa basin, the drainage for 1909 will be as follows (estimated from daily discharge chart of Quinze rapids):—

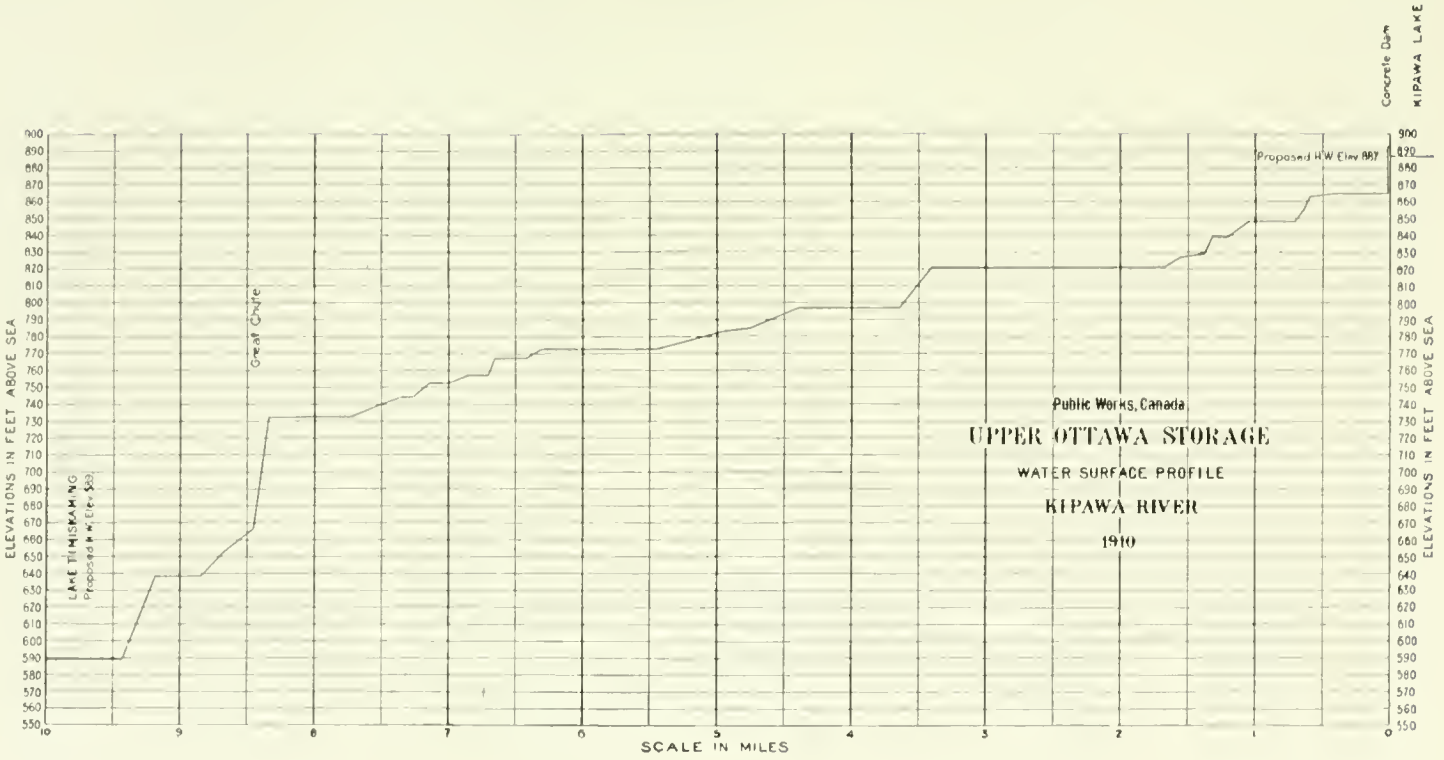
ACCUMULATION and emptying Kipawa reservoir. Constant flow desired, 3,800 cubic feet per second.

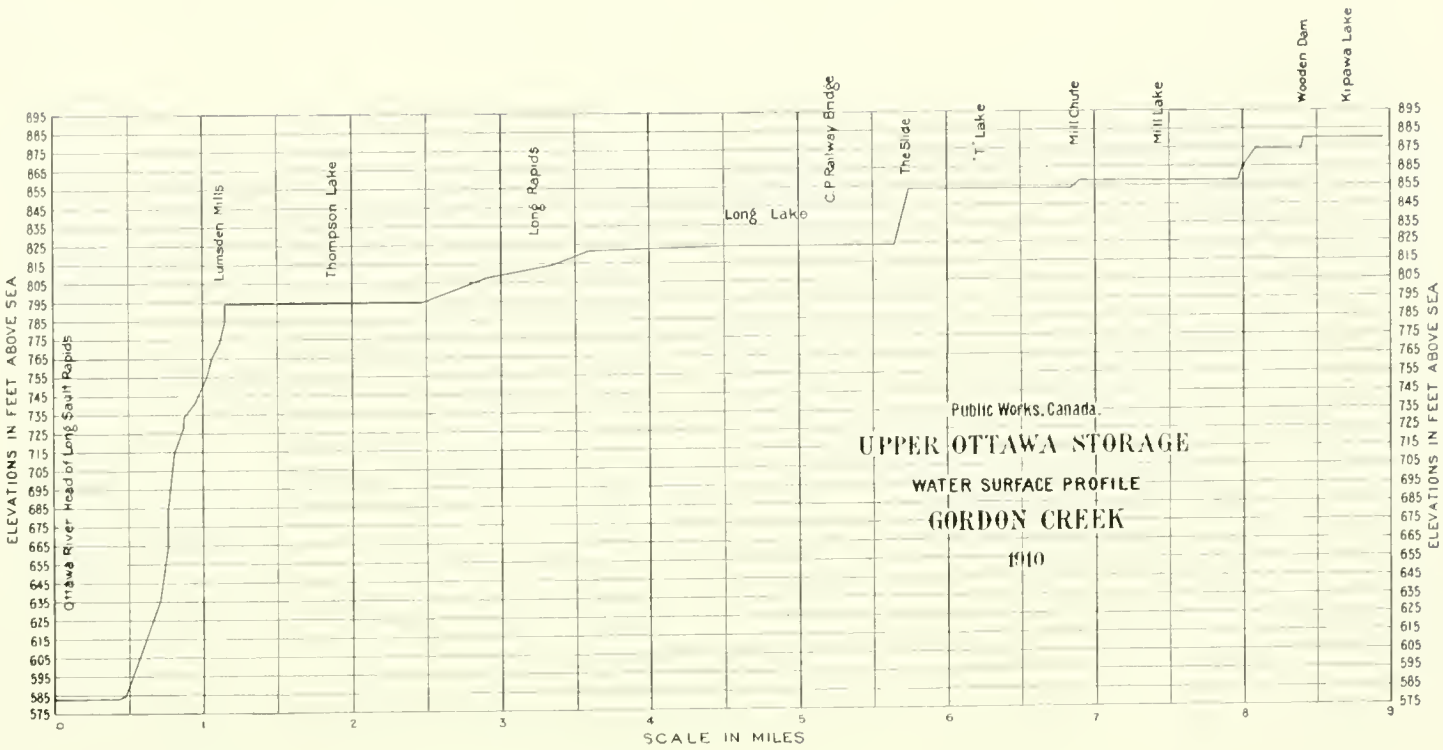
Month.	Average inflow.	Excess over desired 3,800.	Deficit under desired. 3,800.	Making storage.	Using storage.
	c. f. s.	c. f. s.	c. f. s.	sq. ml. ft.	sq. ml. ft.
April	1,600		2,200		220
May	10,000	6,200		620	
June	12,000	8,200		820	
July	4,800	1,000		100	
August	3,000		800		80
September	2,800		1,000		100
October	2,800		1,000		100
November	2,800		1,000		100
December	2,400		1,400		140
January	1,100		2,700		270
February	1,100		2,700		270
March	900		2,700		270
				1,540	1,550

Another method would be to give a constant outflow of say 1,500 c.f.s. down Kipawa river and 1,000 c.f.s. down Gordon creek—total, 2,500 c.f.s., and keep a surplus of 3,000 c.f.s. to augment the low flow in the main river from December to April. The collection and expenditure would then be as follows:—

Month.	Average inflow	Excess over desired 2,500.	Deficit under desired 2,500.	Making storage.	Using storage.	Leaving surplus.	Equivalent to storage.
	c. f. s.	c. f. s.	c. f. s.	sq. ml. ft.	sq. ml. ft.	c. f. s.	sq. ml. ft.
April	1,600		900		90	3,000	300
May	10,000	7,500		750			
June	12,000	9,500		950			
July	4,800	2,300		230			
August	3,000	500		50			
September	2,800	300		30			
October	2,800	300		30			
November	2,800	300		30			
December	2,400		100	Pond full.	10	3,000	300
January	1,100		1,400		140	3,000	300
February	1,100		1,400		140	3,000	300
March	900		1,600		160	3,000	300
				2,070	540		1,500

The latter system would require about 500 square mile feet of storage more than the former, or a layer of 5 feet more over the 100 square miles of lake surface. In


Concrete Dam
KIPAWA LAKE
Proposed H.W. Elev. 887
Great Chute
LAKE TEMISKAMING
Proposed H.W. Elev. 593
ELEVATIONS IN FEET ABOVE SEA
SCALE IN MILES
Public Works, Canada
UPPER OTTAWA STORAGE
WATER SURFACE PROFILE
KIPAWA RIVER
1910


Ottawa River Head of Long Sault Rapids
Lumsden Mills
Thompson Lake
Long Rapids
Long Lake
C.P. Railway Bridge
The Slide
'T' Lake
Mill Chute
Mill Lake
Wooden Dam
Kipawa Lake
ELEVATIONS IN FEET ABOVE SEA
SCALE IN MILES
Public Works, Canada.
UPPER OTTAWA STORAGE
WATER SURFACE PROFILE
GORDON CREEK
1910

view of this the reservoir has been designed to afford the greater space of 2,000 square mile feet.

Overflow, however, must be maintained to operate the Lumsden mills on Gordon creek, and to pass the drive down Kipawa river.

The alternative scheme would be to maintain Kipawa lake at this year's highest and dam up several other lakes in the watershed till 2,000 square mile feet of storage was obtained. This would mean greater outlay without any apparent benefit.

Quinze-Expanse Reservoir.

Expanse lake is forty-five miles east of New Liskeard, the head of Lake Timiskaming, and on about the same latitude (47° 34′ N.) Quinze lake, which is practically the same level as Expanse, extends southwards from it forming a huge 'V' fifteen miles along each leg.

WATERSHED.

The immediate basin is a rectangle, 45 miles by 30 miles, roughly parallel to the upper end of Lake Timiskaming and distant fifteen miles. Its area is, say 1,400 square miles.

AREA OF LAKES.

Expanse lake is about 60 square miles area and Quinze about 40 square miles—totalling 100 square miles. Expanse is 10 miles long and six miles wide, and occupies the north centre of its watershed, while Quinze stretches along the south border of the basin for 15 miles, and then turns sharply across the middle of the watershed to join Expanse. Its width is seldom over a mile.

INLETS.

The Ottawa river, flowing from Grand Lake Victoria, enters the northwest corner of Expanse, which is a side pond as it were. The first of Quinze lake is really a wide reach of the main river.

The Winawiash river flows into Expanse from the east and is little known, the Wanowie drains in from the south.

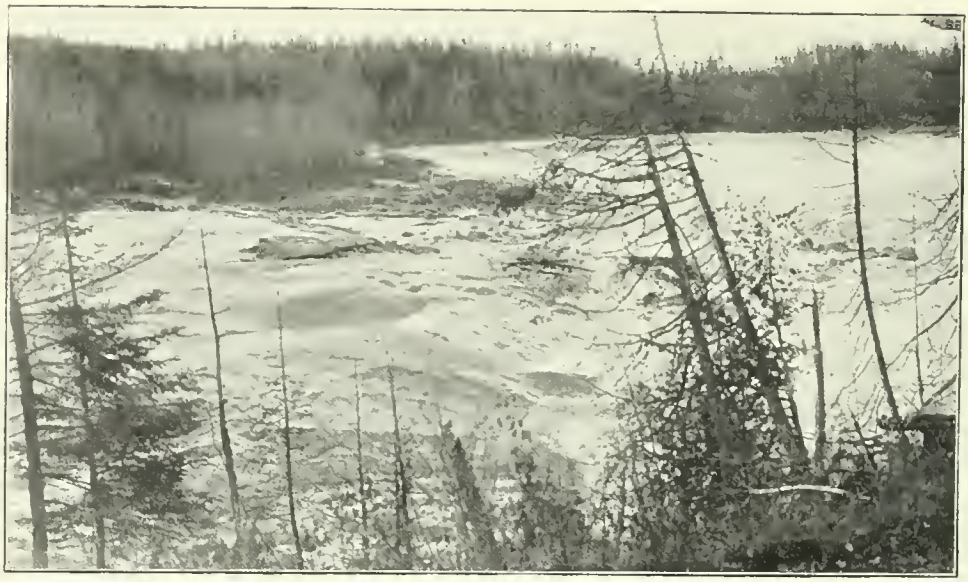
The Smooth river drains the Little Roger and Whitefish lakes from the north into Quinze, about ten miles south from Expanse.

OUTLETS.

The only outlet of these reservoirs is through the Quinze rapids (really a part of the Ottawa), which in fifteen miles descends 275 feet into Paulson bay at the north end of Lake Timiskaming. This stream has recently (May 12, 1909) been let for power purposes, and a careful survey has been made by interested parties, who have kindly favoured us with a copy.

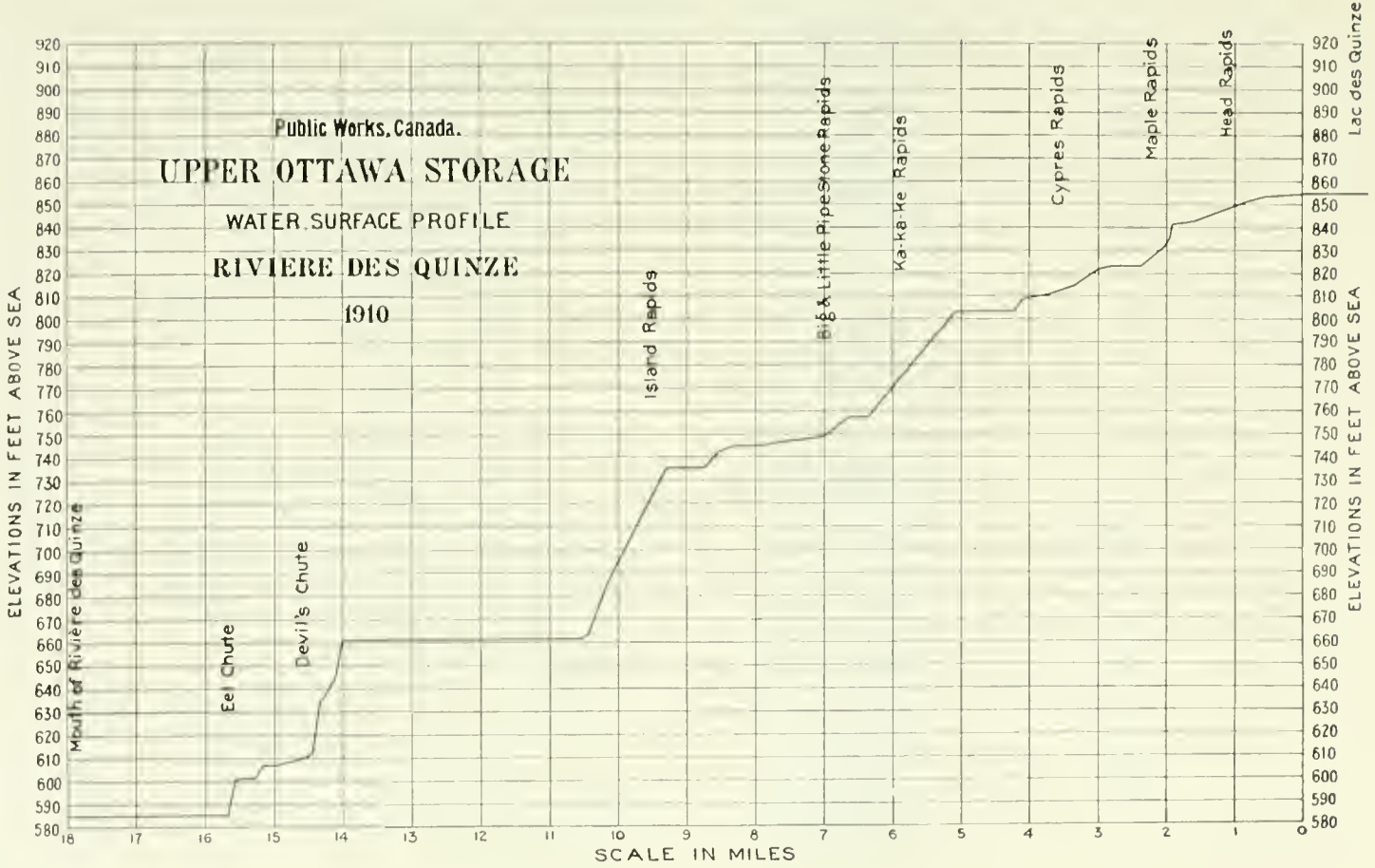
SHORE LINE.

The margin of both Lakes Quinze and Expanse are, so far as has been seen, rock—and well forested with pine, spruce, birch and poplar, and could easily hold a rise of 10 feet above high water, 1909, which seems to have been the highest recorded. The marginal belt of timber that will be water-killed should be cleared before raising the surfaee.



No. 11.—Devil Chute of the Quinze Rapids, through which the Ottawa River descends from Expanse and Quinze lakes to Timiskaming Lake, opposite Haileybury.

No. 12.—Typical view of country at the head of Quinze Rapids. The edge of the Laurentian plateau. See profile.


Public Works, Canada.
UPPER OTTAWA STORAGE
WATER SURFACE PROFILE
RIVIERE DES QUINZE
1910
ELEVATIONS IN FEET ABOVE SEA
SCALE IN MILES
Mouth of Rivière des Quinze
Eel Chute
Devil's Chute
Island Rapids
Big & Little Pipestone Rapids
Ka-ka-ke Rapids
Cypres Rapids
Maple Rapids
Head Rapids
Lac des Quinze

DAM PROPOSED.

The proposed site of the dam is at the Maple rapids, about a mile down from the lake. The river at this place is narrowed by a rock point and it is proposed at present to make sluiceways on this point and fill the river channel with a rock embankment.

DAMAGES.

Mr. Klock's farm is 700 acres in extent, of which 150 acres along the lake has been cleared and brought to cultivation. This farm would be badly damaged by a ten-foot rise as the flooding would practically make it an island. The two buildings affected could be moved to higher ground, however, and similar land further back could be cleared.

No. 13.—Douglas Farm on Quinze Lake, owned by Mr. J. B. Klock.

EXAMINATION OF SHORES.

On September 20, I left Timiskaming with a gasoline launch, accompanied by Mr. R. F. Davy, to examine the shores of the lake. We inspected the low places, visited the Mines Company power works, near the outlet of the Montreal river, and reached Haileybury the next night.

On September 21, we crossed to the foot of the Quinze rapids, but only arrived September 23, having been storm stayed. The launch was hauled out here to await winter roads and was taken to Quinze lake during the winter.

On September 24, we went by steamer from Klock's farm to Lonely river, inspecting the shores on both sides, and the next day proceeded up Lakes Quinze and Expanse, camping below the first chute on the Ottawa river. Next day we went up the Winawiash river to the chutes above McLaughlin's depot. Returning, we examined the south side of Expanse lake, and the following day returned to Klock's depot, making side trips up Smooth river and into Gilles bay.

On September 28, we made a close examination at head of Quinze river, and I arranged with Mr. Davy to make a survey covering the possible sites for a dam at that place.

It was decided to rent Mr. Klock's boat to convey the men from the depot to the work, as otherwise too much time would have been lost at this season, when the days were short and weather uncertain. A regular camp would have been too expensive for this small work.

During the winter, a general survey of Expanse lake was made, as it seemed to be quite shallow—in parts seven to ten feet—and if the surface were drawn down, the shoals might prevent further supply. It may, therefore, be necessary to raise the water surface of Quinze and Expanse 13 feet, in order to secure a 20-foot layer of storage.

Mr. R. F. Davy carried on the survey at Quinze rapids, and Mr. Johnson, who started out on a round of meterings October 18, had orders to stay at Quinze and help him with the soundings as the metering outfit of ropes, &c., is very useful for that purpose.

Public Works, Canada
Upper Ottawa Storage
Lake Expanse
Soundings taken January 1910
SCALE OF MILES
S R Johnson
Ass't Engineer
Quinze Lake
Current
Strong current on Arch sides
Ottawa River
Burn Island
Over 40 ft deep
LAKE EXPANSE
Shoals
Moor Bar
North
Block Bay
Poverty Bay
Wawanosh Bay
Low Country
Wawanosh Road

Mr. Davy collected considerable information regarding the fall of streams entering Quinze and Expanse lakes. A study of the location for the Quinze dam and also regarding the rise of surface that will be possible can soon be taken up.

During January, Mr. Johnson drove in 55 miles to Expanse lake from Ville Marie, Que., with a party of three men and two teams. The last twenty miles of this journey was over old lumber trails that had to be cleared out and a track broken through the snow.

They camped on the lake shore and one team carried the party daily on the ice from the camp, along the lines to be sounded. The second team brought in the supplies, which had been cached along the trail in small quantities.

Fifty miles of sounding lines were taken altogether, and the party returned 75 miles via Gillies' depot to North Timiskaming.

Mr. Johnson then proceeded to Quinze and completed the soundings and contouring at the foot of Maple rapids.

QUINZE RIVER.

The survey and plan are now completed and a couple of trial dam sites have been located. The foundation at each place was examined by test pits during January and solid rock was found at moderate depths.

RESULTS TO BE EXPECTED.

The local watershed is some 1,400 square miles, but all the interior basin, stretching 150 miles eastward to the head waters of the Gatineau, an area of ten thousand square miles, drains into Quinze Expanse. This watershed will accumulate generally 11,000 square mile feet during one year, enough to cover the 100 square miles of reservoir to a depth of 110 feet if none ran off.

ACCUMULATION and emptying Quinze reservoir. Desired minimum outflow, 10,500 cubic feet per second.

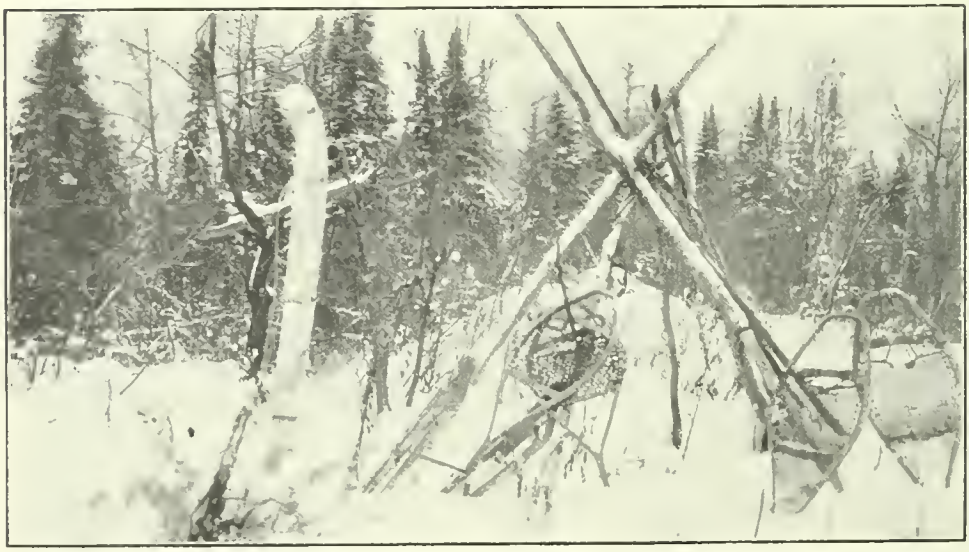
Month.	Average inflow.	Excess over 12,000.	Deficit under 12,000.	Storage made.	Storage used.	Waste to Timiskaming.	Regulated flow.
	c. f. s.	c. f. s.	c. f. s.	sq. ml. ft	sq. ml. ft.	c. f. s.	c. f. s.
April	18,000	6,000		600			12,000
May	27,000	15,000		1,500			12,000
June	20,000	8,000		Pond full.		8,000	20,000
July	12,000			"			12,000
August	9,000		3,000		300		12,000
September	10,000		2,000		200		12,000
October	17,000	5,000		200		3,000	15,000
November	16,000	4,000		Pond full		4,000	16,000
December	11,000		1,000		100		12,000
January	8,000		4,000		400		12,000
February	6,000		6,000		600		12,000
March	5,000		7,000		700		12,000

Outlet, however, is of course, constantly maintained and would probably never fall below 12,000 c. f. s. for the year. The reservoir with a twenty-foot thick layer over its surface will make good the extra draw off from January to April. During May, the pond fills and in June, October and November surplus water in addition to the regular flow of 12,000 c. f. s. must be sent forward to Timiskaming reservoir.

No. 14.—Portage teams taking supplies into Lake Expanse on the Winawiash road. An abandoned lumber camp on top of knoll.

No. 15.—Survey camp at the head of Klock's Bay, on Lake Expanse. Notice snow held on branches, much of which evaporates without reaching the ground.

No. 16.—Taking soundings on Lake Expanse looking towards the mouth of the Upper Ottawa River. Holes are cut through the ice with a long chisel and depths measured through the chilly water.



No. 17.—Abandoned Indian camp at outlet to Lake Expanse, showing worn-out snow shoes cached by the last occupants of the place

Metering.

During the first week of April arrangements were made for keeping gauge readings on the principal tributaries of the Ottawa. New gauges were put in place and old ones, used since the beginning of the Georgian Bay canal survey, were re-checked, and everything put in readiness for observing high water. Metering was begun at the end of the month and continued briskly from river to river throughout the high water and into the first week of June, after that at longer intervals throughout July, August and the autumn.

The high water was marked at various points on each principal tributary for a distance of five miles up. Surveys were later on made of the Rouge in end of September and beginning of October and in March, 1910, levels were run up the Petawawa and Madawaska. By taking levels at low water and tying in high water marks both the high and low water surface profiles were obtained.

A list of localities where gauge readings are kept and a list of the meterings made follows, as well as a short article on the actual work of metering by Mr. S. B. Johnson, who has charge of this branch of the work.

Gauges on the Ottawa River and Tributaries.

OTTAWA RIVER.

Locality.	Elev. of Zero, C.B.M.*		Gauge reader.
St. Annes, Lower	57·68		Locksmaster (Rys. and Canals).
" Upper	62·90		" "
Carillon, Lower	58·70		" "
" Upper	73·99		" "
Grenville, Lower	71·86		" "
" Upper	117·35		" "
Rideau Locks at Ottawa	122·47		" "
Britannia Bay	187·47		John Sparks.
Klock Station for H.W	480·80		Adelard Savard.
" " L.W.	475·75		"
Mattawa	492·86		M. J. Gilligan.
Timiskaming, below dam	570·00		Public Works staff.
" above dam	573·89		"
Haileybury	577·50		"
Quinze lake	852·15	(approx.)	C. K. Church.

SOUTH TRIBUTARIES.

South Nation river at Plantagenet Springs			N. J. Sibley.
Madawaska river at Clay bank bridge	258·21		Narcisse Gendraw.
" Calabogie, for H.W	502·47		John Drysdale.
" " L.W.	493·77		"
Bonnechere river at Renfrew	317·38		Chas. Cunningham.
Petawawa river at C.P.Ry. bridge, for H.W.	438·34		J. H. Dixon.
" " " L.W	435·61		"
Montreal river at Latchford	890·88		Public Works staff.

NORTH SHORE TRIBUTARIES.

Rouge river at Rosses' Power	356·00	(approx.)	S. D. Goudie.
Du Lievre river at Poupore Lock, upper gauge	434·00	"	Public Works staff.
" " lower gauge	425·00	"	"
Gatineau river at Chelsea	203·66		James Hyde.
Coulonge river at Coulonge Chute, 6 miles up			John Mullin.
Black river at Waltham			Nap. E. Rochon.
Gordon creek at Lumsden Mills	768·45		Jas. Kerr.
Kipawa lake at Kipawa Station	869·50		J. D. Fraser.

LAKE NIPISSING.

At North Bay	635·00		J. B. Robertson.

* Canadian Bench Marks, *see* report precise levelling, 1908.

No. 18.—Metering with large Price current meter on the Montreal River, using cable for distance.

No 19.—Metering with small Price current meter. The conical cups revolve fast or slow in response to the current, and revolutions are registered by an electric recorder, the time being taken by stop watch.

SESSIONAL PAPER No. 19a

CURRENT METER MEASUREMENTS made during during the year 1909-10, in connection with the Ottawa River storage investigation.

Date.	River and Locality.	Elevations above Sea.	Discharge in cubic feet per second.
1909.			
April 14	Madawaska River	263·96	10,284
" 15	Bonnechere "	326·18	2,801
" 20	Petawawa "	439·99	4,191
" 21	Madawaska "	266·29	17,772
May 3	Bonnechere "	326·88	4,112
" 4	Petawawa "	440·09	1,538
" 7	Ottawa River at Timiskaming	573·9	30,682
" 17	Rouge River	364·5	25,783
" 20	Ottawa River at Besserer's Grove	147·64	212,856
" 21	Gatineau River	215·60	65,577
" 26	Ottawa River at Skead's Mill	198·30	178,946
" 31	" " Deux Rivieres	495·94	110,000
June 2	" " Timiskaming	581·25	98,000
" 2	Gordon Creek	.....	2,734
" 4	Kipawa River	.....	10,460
" 14	Ottawa " at North Timiskaming	589·9	57,170
" 16	Montreal River below Latchford	898·88	6,000
" 17	White River—Tomstown	.....	2,073
July 12	Ottawa River at Timiskaming	574·8	34,200
" 13	Gordon Creek	772·48	1,047
" 16	Montreal River	896·18	1,800
" 20	Kipawa "	.....	4,613
" 30	Petawawa "	439·84	3,476
" 30	Bonnechere "	324·38	858
" 31	Madawaska "	261·87	3,561
Aug. 24	Gordon Creek	772·10	733
" 25	Ottawa River at Timiskaming	573·03	24,000
" 27	Kipawa "	870·56	4,550
Sept. 1	Ottawa " at North Timiskaming	581·06	15,245
" 3	Montreal "	895·38	1,593
" 11	Petawawa River	438·50	1,463
" 11	Bonnechere "	323·68	420
" 13	Madawaska "	261·61	2,302
Dec. 18	Ottawa River at North Timiskaming	580·10	10,217
" 21	" " Timiskaming	571·73	17,411
1910.			
March 2	Ottawa River at Timiskaming	569·39	7,560
" 3	Gordon Creek	772·75	1,016
" 5	Ottawa River at North Timiskaming	576·90	4,510
" 19	Petawawa River	438·11	899·7
April 2	Madawaska "	264·45	12,225
" 4	Bonnechere "	325·13	1,622
" 29	Du Lievre "	391·90	16,923
May 6 & 7	Ottawa River at Besserer's Grove	139·89	115,548
" 12	" " Timiskaming	576·5	46,146
" 13	Gordon Creek	772·90	1,829
" 14	Montreal River	898·18	5,642
" 17	Ottawa River at North Timiskaming	585·85	24,730
" 23	Kipawa "	870·81	4,457
" 25-26-27	Ottawa " at Timiskaming	576·0	43,108
" 28	Gordon Creek	772·97	1,781
June 9	Montreal River	898·66	6,000
" 28	Ottawa River at North Timiskaming	582·41	14,310
" 30	Montreal River	896·11	2,505
July 2	Ottawa River at Timiskaming	573·40	22,843
" 2	Gordon Creek	773·45	2,082
" 5	Kipawa	867·00	668
" 11	Ottawa River at Timiskaming	572·60	20,273
" 11	Gordon Creek	773·25	2,142

No. 20.—Cable and car metering station on the Mattawa River, above Talon Chute.

No. 21.—Metering on the Ottawa River above Ottawa with a Haskell current meter. The "fish tail" attachment keeps the meter truly in the direction of current.

STREAM METERING.

Selecting site.—Selecting a suitable stretch of river at which to carry on a series of meterings is the first and most important step to be taken in stream metering; and for this a thorough reconnaissance of the locality is necessary. The site selected should be uniform in width and free from bends for a distance equal to a least twice the width of the section finally decided upon. It should not have a rocky, uneven or shifting bottom, and its mean current should not be less than $\frac{3}{4}$ of a foot per second, nor greater than 4 feet per second. It should be as free as possible from eddies, cross currents and swirls.

Establishing cross section.—The line of current may be established by dropping in a number of floats at intervals across the stream, well above the point selected, and watching their course from the shore as they float down. This operation should be repeated until the trend of the current is accurately determined, and the metering plane then set normal to the general direction. Permanent hubs should be placed well above high water on each shore in continuation of the line of cross section decided upon.

Fixing distances from shore.—If the stream is not over 500 feet wide, a $\frac{3}{4}$-inch hemp rope and steel cable are stretched across; the rope a little more than a boat's length up stream from the cable. The cable is tagged every 25 feet, and is used for distances only, the initial tag being placed directly over the hub on the shore from which the metering is started. The rope is used to hold the boat in position.

Kind of meter.—The large Price current meter, manufactured by W. & L. E. Gurley, is that most commonly used, but the small meter of the same pattern is more suitable for slow currents and small streams.

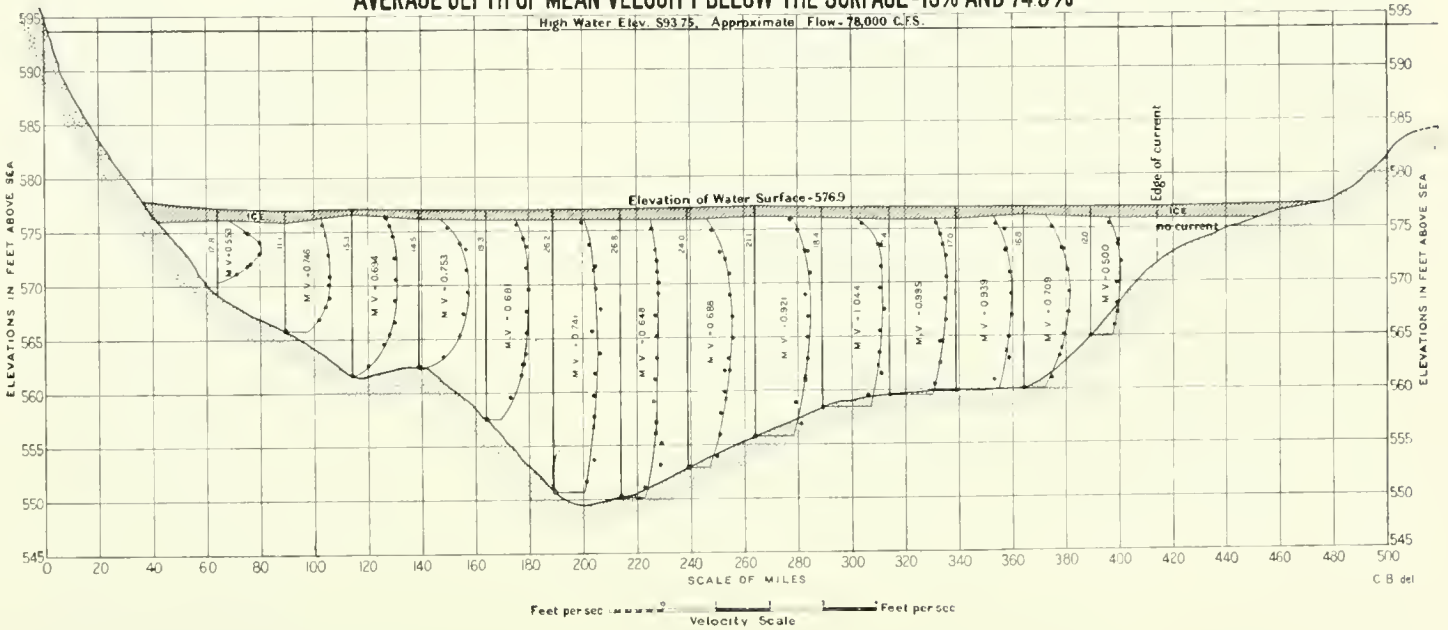
Electric connection.—Before leaving shore, the meter is placed on the rod above the weight, and carefully wired. Usually a single insulated copper wire (No. 14) is run down from one pole of the batteries to the binding post on the meter. The return current is transmitted, through the cable, to a telephone receiver, held to the ear of the recorder, and thence to the other pole of the batteries. Thus, with the aid of a stop watch, the revolutions of the meter during a period of 50 or more seconds, are recorded.

Method of metering.—If the stream to be metered is over 15 feet deep, the meter is attached to a cable and heavy weight, which is operated from near the stern of the boat by a winch. It is easily raised or lowered by one man to any required depth below the surface. Another man looks after the meter as it is being raised out of or lowered into the water. He also handles the sounding chain, calling out the depths to the recorder, who in turn gives him the depths at which the meter is to be held.

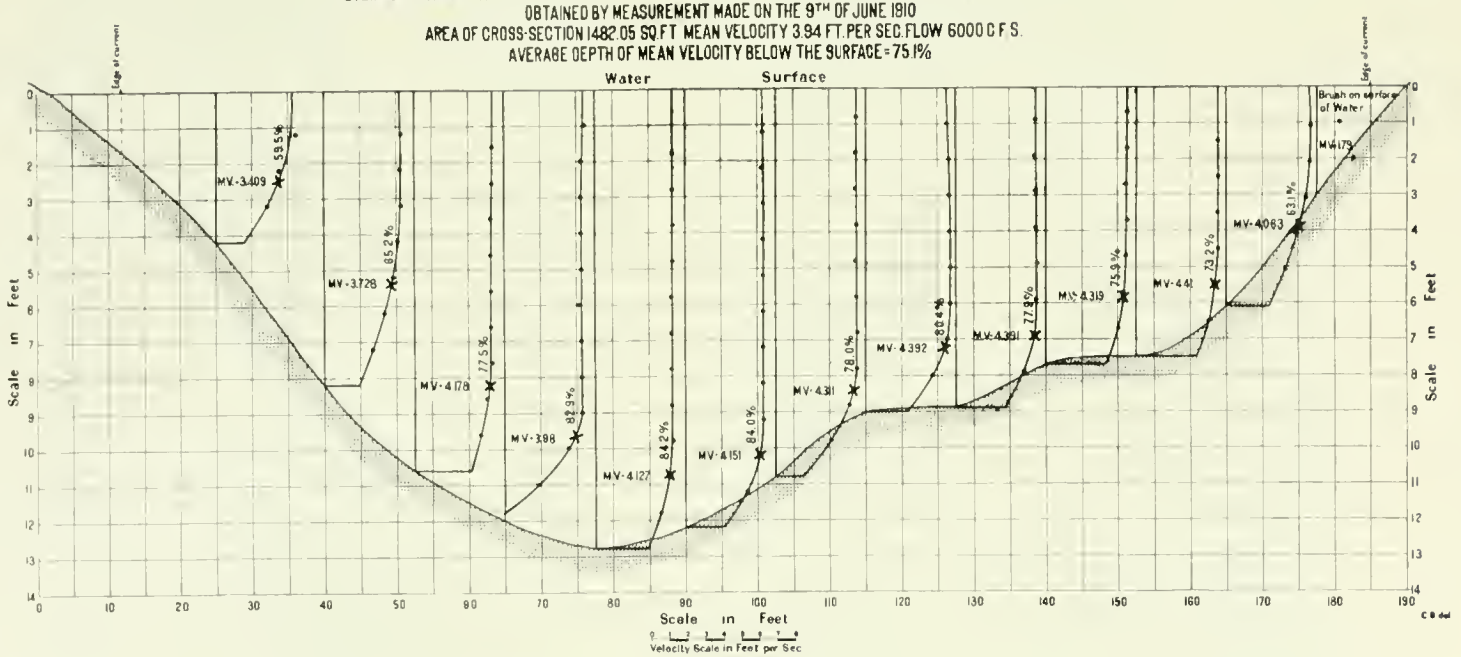
First soundings.—When a first metering is made on any stream, close soundings are taken in order to accurately determine the cross sectional area. Velocity observations are recorded in from 15 to 20 verticals across the stream, the meter being held at from 10 to 15 points below the surface at each vertical. In all cases when a first measurement is made, it is advisable to establish the depth at which the mean current occurs below the surface. It is then possible to determine the velocity by a single observation at each vertical during all future measurements in open water; the presence of ice makes necessary special operations.

Deep and wide sites.—If the river is too wide or too swift, or if for any other reason, it is found impracticable to stretch a cable across, distances are fixed by triangulation. The length of the base should be at least $\frac{3}{4}$ the width of the stream. Range poles are set up on the shore, in line with the chosen metering section, and the boat is held in position on this range by anchors. A transit or box sextant is used for triangulating the distances. For this method of work, a party of from four to seven men is required to handle the oars, and the bow and stern anchors, the number depending on the swiftness of the current.

METERING STATION ON THE OTTAWA RIVER AT NORTH TIMISKAMING SHOWING VERTICAL VELOCITY CURVES OBTAINED BY MEASUREMENT MADE THROUGH ICE ON THE 5TH OF MARCH 1910
AREA OF CROSS-SECTION 5850 SQ.F.T. MEAN VELOCITY 0·771 FT. PER SEC. FLOW 4510 C.F.S.
AVERAGE DEPTH OF MEAN VELOCITY BELOW THE SURFACE = 15% AND 74.5%



METERING STATION ON THE MONTREAL RIVER AT 1½ MILES ABOVE GILLIES' DEPOT SHOWING VERTICAL VELOCITY CURVES
OBTAINED BY MEASUREMENT MADE ON THE 9TH OF JUNE 1910
AREA OF CROSS-SECTION 1482.05 SQ.FT. MEAN VELOCITY 3.94 FT. PER SEC. FLOW 6000 C.F.S.
AVERAGE DEPTH OF MEAN VELOCITY BELOW THE SURFACE = 75.1%



Shallow-wading.—At a 'wading station,' where the water is shallow enough to permit of the recorder wading across, the meter is attached to brass rods. These are divided into feet and tenths, and the current meter can be raised or lowered on the rod as required. A recorder and one man are sufficient to carry on this metering.

Bridge station.—A bridge may be utilized if the channel conditions are good, and the direction square across the current. If there are many piers, eddies will give trouble.

Care of meters.—After the metering is completed, the instrument must be thoroughly dried and cleaned, the condition of the pivot bearing carefully noted and the point replaced by a new one if worn. The old point is put in an envelope and dated, to be rated at the first opportunity.

Rating curve.—When the field notes have been copied into the office book, the recorded revolutions are reduced to revolutions per second, and the speeds are taken from the rating curve. This is a curve showing the absolute speed indicated by the revolutions of the instrument. Frequent trials of the instruments are required, because the pivot bearings wear constantly, and increasing the friction retard the revolutions. A rating station, where instruments can be quickly and accurately checked, is a *sine qua non*. The indicated speeds are multiplied by very large numbers, when applying the mean velocities to cross sections of thousands of square feet in area, so small errors become important

Cross section vertical velocity curves.—The cross section is then plotted to a scale large enough horizontally to allow the vertical velocity curves to be constructed without overlapping. When the curves have been drawn in, a simple method of arriving at the mean velocity in the vertical, is to divide the curves into 10 equal parts, pick off the velocities at these points, add them together and divide by ten. The area of each panel is calculated separately and applied to the mean velocity, thus the total discharge is obtained.

Relation of meterings to gauge.—Meterings should be made at every foot of surface fluctuation, or as often as possible. From these meterings, a discharge curve can be constructed, provided a gauge has been placed at some reach of the river. The vicinity should not be affected by back water from dams or from tributary streams flowing into the reach. The gauge should be tied into a permanent bench mark by levels and should extend at least 2 feet below the lowest known water, and the same distance above high water.

Meteorology.

Questions are frequently asked as to the effect of wet or dry years on the river. The only source of water, no matter where found, as a river or as a spring, is rainfall or snowfall. Flowing in rivulets or soaking through the ground, it finally reaches a creek, a swamp or a lake, and collects to form and maintain a river. According to the square miles of surface, the rainfall reaching the river will be larger or smaller, and atmospheric conditions fix the amount of rain over a given area.

The atmosphere does not extend to other spheres, but closely envelops the earth in a layer 100 miles thick.

The gas mixture, constituting the air, holds in solution water vapour, which is lighter than dry air, consequently the colourless mixture ascends. Water vapour is 1 per cent by weight of the atmosphere and, as the air containing it rises and cools, the vapour condenses into clouds and finally falls as rain. Diffusion of the atmospheric gases constantly takes place. Otherwise the heavy carbonic gas would settle into a layer over the earth's surface with poisonous effects.

Dust particles are also contained in the air both over land and water, varying from 10,000 particles per cubic inch over the oceans to six times as many over land

No. 22. – Rating current meter in winter. The ice covering increases the friction and retards the rate of flow.

No. 23.—Rating current meter in summer at the unfinished power canal at Deschesne Rapids, the water here was quiet and averaged about five feet in depth. The car was pushed by two men at speed ranging between one-half foot and twelve feet per second, over a course of one hundred feet.

areas, and forty times as many over cities. At about three miles high, the air is only half as dense as at sea level; the clouds cease, that is, the air is not dense enough to float water vapour, and the temperature is reduced to freezing point.

The earth's surface is the bottom of an ocean of air which flows and swirls, and has definite currents like the oceans of water. These currents are the results of the heating of the air by the sun's rays at different angles from the vertical. Each day, the angle varies as the globe spins and also each year as it drifts round the sun.

Great general movements in the air are called cyclones. They are like eddies, or horizontal discs of air, 100 to 2,000 miles across, turning at 20 to 30 miles per hour against a watch round a centre where the barometer is low. Continual whirlpools of this kind drift down our Atlantic coasts, then up the Mississippi valley and out again via the Great Lakes and St. Lawrence. When these pass over Ontario and Quebec, there is wet and stormy weather. In the wake of a cyclone is an anticyclone or disc, which has high barometer at its centre, that is dense air.

From high pressure air, supporting a 30-inch column of mercury, flows towards the low pressure areas, supporting less than a 30-inch barometer. If the high area is distant from the low area, then the flow of air is slow and there are light winds, but if near, the flow is quick and high winds prevail. In other words if the barometer at Bermuda is four-tenths of an inch higher than in Virginia, 700 miles distant, the winds will only be light to fresh and no storm is felt, but with a greater difference than one-tenth inch per 175 miles storms are likely.

A cyclone continues from one to fifteen days. It is warmer in front of a cyclone and moist and sticky, so that even moderate heat seems oppressive and the right front especially is damp. In rear, the air is cool and exhilarating and dry weather prevails. An approaching cyclone is heralded by a darkening sky, muggy weather, gusty winds and drizzling rains near the centre.

The rear of the cyclone is characterized by briskness; just behind the centre the sky is hard and the showers cool and brisk; further back the rain ceases and the sky is blue, and the wind is sharp—depressing and cloudy in front, bright and clear in rear.

Cyclone centres follow coast lines or, over land, the great valleys; thus they swing in from the Atlantic up the Mississippi and out again by the St. Lawrence. The air that is moved condenses its moisture in rain or snow over the land, and this alone is the source of our springs, swamps and rivers, and creates the whole science and practice of hydraulics.

Of all the rain and snow that falls, 50 per cent evaporates into clouds; about 33 per cent flows more or less directly into streams, and the remaining 17 per cent soaks into the ground. This ground water is not lost, however, but slowly seeps toward visible outlets forming springs, swamps and lakes. Our northern rivers practically live upon ground water from December to April.

The following table gives a general idea of the precipitation, that is rainfall and snowfall melted into its equivalent in rain, over the Ottawa valley for a number of years, the annual temperature and the river flow:—

Year.	Yearly Average.		
	Precipitation Inches. mean 31·6	Temperature Degrees. mean 40·3	Flow c.f.s. mean 55,500
1866	39·24	43·50	56,750
1867	28·09	40·82	64,800
1868 ..dryest ..2nd least flow	16·81	29·22	36,000
1869	37·63	37·57	57,800
1870	26·47	42·62	51,500
1871	28·71	38·70	47,900
1872	39·98	41·89	49,600
1873	.....	.....	61,700
1874	26·43	41·00	50,300
1875	26·41	37·00	47,200
1876	51·80	41·40	68,000
1877 ..least flow	29·23	42·86	35,600
1878 ..wettest ..warmest	43·38	44·29	49,800
1879	33·37	39·84	64,900
1880	38·21	40·98	63,000
1881 ..2nd warmest	33·82	43·67	38,300
1882 ..2nd wettest	41·70	39·67	59,600
1883 ..2nd coldest	35·38	36·69	62,400
1884	29·81	39·17	59,600
1885	32·75	39·98	62,000
1886	32·47	38·90	59,100
1887	27·42	38·93	46,160
1888	26·45	38·36	49,900
1889	29·12	41·37	53,800
1890 ..2nd greatest flow	25·71	38·59	68,600
1891	32·23	41·33	58,000
1892	31·75	39·74	48,400
1893	36·63	38·46	57,600
1894	32·33	41·68	58,500
1895	30·18	42·50	48,100
1896	32·36	40·03	60,400
1897	31·21	41·03	60,100
1898	32·17	42·17	57,600
1899	32·56	40·25	63,700
1900	32·83	42·58	57,300
1901	32·77	40·32	50,300
1902	36·03	40·36	63,700
1903	29·06	39·86	58,500
1904 ..coldest	33·31	35·81	65,300
1905	29·92	39·12	44,400
1906	27·42	42·00	45,500
1907	29·80	38·4	53,300
1908 ..2nd dryest	25·00	38·6	55,600
1909 ..greatest flow	35·20	39·0	70,000
1910			

Average Years.

1866 to 1875—	1876 to 1885—	1886 to 1895—	1896 to 1905—
2 years wet.	7 years wet.	5 years wet.	6 years wet.
5 " warm.	5 " warm.	4 " warm.	4 " warm.
4 " high water.	7 " high water.	5 " high water.	8 " high water.

MONTHLY PRECIPITATION compared with average temperature and run-off, 1866 to 1909.

The precipitation and temperature were procured from data supplied by the meteorological office at Toronto and are the means for the Ottawa valley west of Ottawa.

The run-off was taken from the Besserer's grove discharge curve in conjunction with the gauge readings at the foot of the Rideau canal locks, the latter were supplied by the Department of Railways and Canals.

	Precipitation.	Temperature.	Flow.	Precipitation.	Temperature.	Flow.	Precipitation.	Temperature.	Flow.	Precipitation.	Temperature.	Flow.	Precipitation.	Temperature.	Flow.
	1866.			1867.			1868.			1869.			1870.		
January	Nil.	Nil.	15000	1·5	7	62000	1·2	8	26000	2·6	16	14000	3·5	15°	35000
February	1·9	Nil.	16000	1·5	19	42000	1·6	18	17000	4·1	11	13000	2·1	11	30000
March	2·6	23°	21000	1·2	21	35000	1·0	28	24000	2·4	18	13000	2·0	24	28000
April	3·3	43	66000	4·8	36	70000	0·8	36	46000	1·1	35	56000	1·6	43	140000
May	3·1	48	112000	3·9	45	155000	1·4	55	100000	2·2	50	170000	1·1	60	144000
June	3·0	62	93000	2·0	67	150000	1·0	62	75000	7·4	57	112000	1·8	72	60000
July	4·6	72	67000	1·0	69	77000	1·2	73	36000	1·6	65	68000	2·4	71	38000
August	2·9	60	45000	Nil.	Nil.	49000	2·4	65	18000	3·0	62	60000	2·0	66	27000
September	5·9	53	49000	3·2	56	50000	1·6	52	19000	7·0	60	62000	2·5	59	20000
October	2·0	48	45000	2·5	48	40000	1·2	39	22000	2·0	41	52000	4·0	49	22000
November	5·6	34	83000	2·3	30	32000	1·9	29	24000	2·8	27	41000	1·5	33	41000
December	3·2	16	92000	1·3	6	35000	2·2	10	25000	2·6	19	42000	2·7	19	38000
	1871.			1872.			1873.			1874.			1875.		
January	2·2	3°	26000	1·2	14°	18000	2·3	8°	26000	6·7	11°	38000	3·8	3	15000
February	2·2	12	22000	1·3	16	13000	2·1	12	22000	2·3	10	33000	2·0	4	11000
March	2·7	30	44000	·8	14	10000	3·3	20	23000	1·6	24	36000	1·9	21	12000
April	2·9	41	84000	·9	38	46000	1·9	40	98000	1·4	30	41000	1·2	37	48000
May	1·1	56	150000	4·2	55	140000	..	....	165000	1·8	59	102000	2·7	53	140000
June	2·9	62	97000	3·6	70	122000	..	....	130000	1·9	67	160000	1·1	67	108000
July	3·9	64	51000	5·2	73	57000	....	....	65000	1·1	71	88000	·8	70	53000
August	1·1	65	32000	3·6	72	34000	....	....	42000	1·2	69	38000	3·3	69	44000
September	1·1	53	15000	3·7	62	39000	....	....	30000	2·1	62	22000	2·7	56	40000
October	1·3	47	19000	3·3	49	50000	....	....	55000	2·4	49	19000	1·2	42	38000
November	3·7	24	26000	1·1	33	46000	..	....	55000	2·4	26	21000	2·8	24	43000
December	3·7	9	19000	2·0	10	36000	....	....	46000	3·0	11	21000	4·0	16	36000
	1876.			1877.			1878.			1879.			1880.		
January	3·7	18°	38000	1·3	7	23000	2·4	13	35000	2·1	9°	75000	1·7	20°	31000
February	4·1	13	36000	·3	24	15000	1·4	20	33000	2·4	6	69000	2·8	17	29000
March	4·2	23	36000	4·3	20	22000	1·3	33	32000	2·3	20	69000	1·9	19	34000
April	·6	38	90000	1·1	43	58000	1·5	49	49000	·8	37	96000	3·7	38	86000
May	1·7	52	220000	1·8	54	76000	3·8	54	82000	2·7	55	162000	4·0	58	167000
June	3·2	70	167000	2·2	62	58000	2·9	62	62000	4·1	62	98000	3·0	64	136000
July	2·8	73	84000	2·9	70	43000	2·7	70	44000	3·8	69	57000	4·7	67	68000
August	·3	72	39000	4·3	70	30000	3·7	67	32000	4·1	63	35000	2·7	65	41000
September	3·8	57	21000	2·3	59	21000	9·0	59	35000	3·3	55	31000	3·2	59	31000
October	2·2	43	22000	3·8	45	25000	6·3	47	62000	·9	53	24000	4·0	42	39000
November	1·7	34	44000	4·2	33	37000	4·8	34	73000	2·7	30	21000	4·2	26	66000
December	4·4	10	40000	1·4	28	37000	3·8	16	78000	4·1	11	32000	2·4	13	47000

MONTHLY PRECIPITATION compared with average temperature, &c.—*Continued.*

—	Precipitation.	Temperature.	Flow.	Precipitation.	Temperature.	Flow.	Precipitation.	Temperature.	Flow.	Precipitation.	Temperature.	Flow.	Precipitation.	Temperature.	Flow.
		1881.			1882.			1883.			1884.			1885.	
January ...	1·8	4°	22000	2·6	6	31000	1·9	4°	34000	3·4	3°	46000	1·8	7°	48000
February...	2·7	14	19000	2·4	20	35000	1·8	9	36000	2·7	12	35000	1·8	3	32000
March...	2·7	30	28000	2·7	22	41000	1·4	13	41000	1·2	22	55000	1·8	9	30000
April. ...	·9	38	50000	1·8	34	55000	1·5	34	57000	·7	40	98000	3·7	31	95000
May.....	2·4	59	130000	3·8	48	115000	5·0	48	100000	2·4	51	150000	2·4	51	151000
June.....	1·9	60	74000	4·6	60	130000	5·9	63	124000	1·7	67	86000	2·4	61	119000
July.....	4·1	70	37000	5·3	64	82000	2·0	63	105000	3·5	63	47000	3·0	68	82000
August	1·7	68	23000	4·1	67	53000	2·8	63	52000	2·0	65	42000	1·9	61	50000
September	3·3	64	14000	6·2	56	51000	4·7	53	37000	2·6	59	29000	2·8	54	36000
October	5·0	44	18000	2·0	48	42000	3·4	42	42000	2·8	44	40000	2·2	43	32000
November..	2·4	40	28000	3·1	30	47000	3·2	32	60000	2·0	29	49000	4·2	33	45000
December ..	2·8	27	31000	3·0	16	38000	1·5	14	64000	4·0	14	65000	3·9	19	42000
		1886.			1887.			1888.			1889.			1890.	
January...	4·6	6°	47000	3·4	3°	37000	2·1	2	12000	2·7	19°	33000	1·4	13°	48000
February...	1·6	9	35000	3·8	10	31000	2·0	10	11000	2·3	8	28000	2·6	15	39000
March.....	3·1	22	35000	2·0	16	26000	2·2	7	17000	·4	28	34000	1·3	20	43000
April.....	1·4	42	130000	2·8	34	100000	2·3	34	57000	1·4	42	78000	1·6	41	98000
May..	1·0	52	140000	1·5	60	156000	1·3	53	140000	3·5	55	162000	2·2	52	154000
June.. ...	3·4	60	84000	3·8	64	85000	2·0	65	141000	3·6	60	126000	3·2	63	153000
July.. ...	4·4	65	62000	1·8	72	46000	1·0	65	62000	3·8	65	78000	3·6	65	79000
August.....	3·7	63	40000	1·7	62	28000	4·4	63	35000	2·8	62	47000	3·9	60	54000
September..	2·7	56	34000	·4	53	15000	2·4	54	26000	2·3	58	33000	1·7	52	48000
October ..	1·8	47	42000	2·3	40	13000	2·3	39	23000	1·6	36	27000	1·7	40	39000
November..	2·7	30	39000	2·1	29	14000	2·9	30	45000	3·3	32	29000	1·3	22	33000
December ..	1·8	10	38000	1·8	15	21000	1·3	19	38000	1·6	21	40000	2·0	8	29000
		1891.			1892.			1893.			1894.			1895.	
January ...	3·2	12°	23000	2·5	11°	51000	2·2	2°	27000	3·9	11	22000	3·3	11°	33000
February...	2·1	14	18000	2·1	16	35000	2·1	5	20000	·8	11	19000	1·5	13	25000
March.....	4·3	20	51000	2·4	21	26000	1·3	22	23000	1·9	31	62000	1·1	19	15000
April. ...	2·2	41	112000	1·5	39	66000	2·8	35	68000	·8	45	94000	2·1	41	79000
May..	·6	51	144000	1·7	49	73000	5·8	53	160000	3·9	54	146000	3·9	59	130000
June..	2·4	65	72000	5·2	62	78000	3·7	67	145000	5·9	66	106000	3·3	68	98000
July.....	5·3	64	52000	2·3	68	60000	4·3	67	75000	2·5	67	68000	2·4	64	49000
August.....	3·7	63	54000	4·3	66	43000	5·1	66	41000	1·4	62	35000	3·1	65	39000
September..	2·0	61	42000	3·4	57	32000	2·5	53	32000	3·1	59	23000	2·9	59	31000
October ...	2·3	44	28000	1·5	45	35000	2·1	48	35000	3·9	47	37000	1·0	39	24000
November..	2·5	33	35000	3·2	29	40000	1·5	33	36000	1·7	28	50000	2·6	32	26000
December ..	1·8	28	65000	1·9	15	43000	3·5	10	26000	2·3	21	41000	2·9	21	30000
		1896.			1897.			1898.			1899.			1900.	
January ...	2·1	9°	56000	2·1	13°	42000	2·8	9°	26000	2·3	12	34000	2·0	13	41000
February.	3·6	12	34000	1·5	15	35000	2·7	17	22000	·9	11	30000	3·2	13	31000
March...	2·4	16	26000	3·6	25	43000	1·9	33	84000	1·7	18	28000	2·6	15	23000
April.....	1·6	44	115000	2·7	42	80000	·7	41	95000	·7	42	94000	1·1	43	90000
May..	1·9	58	134000	2·9	53	162000	2·8	56	94000	3·7	55	172000	2·9	52	141000
June.....	3·5	63	86000	3·1	60	116000	3·3	65	81000	2·9	63	128000	3·5	64	76000
July..	3·4	67	54000	3·7	72	61000	1·9	68	62000	6·1	65	74000	4·2	67	72000
August.....	4·3	65	36000	2·8	62	46000	3·9	65	41000	·3	66	42000	3·3	65	59000
September ..	4·3	54	28000	·6	60	34000	3·5	60	34000	4·6	53	30000	4·1	58	42000
October ..	1·9	42	36000	1·8	48	27000	4·8	45	46000	2·2	46	45000	1·5	52	51000
November..	3·0	34	58000	3·1	29	37000	1·5	32	57000	1·4	33	39000	2·5	26	48000
December ..	·9	17	62000	3·5	17	37000	2·7	16	46000	2·8	21	48000	2·1	15	44000

MONTHLY PRECIPITATION compared with average temperature, &c.—*Continued.*

—	Precipitation.	Temperature.	Flow.	Precipitation.	Temperature.	Flow.	Precipitation.	Temperature.	Flow.	Precipitation.	Temperature.	Flow.	Precipitation.	Temperature.	Flow.
	1901.			1902.			1903.			1904.			1905.		
January	2·5	9°	33000	2·8	10°	39000	1·9	9	42000	2·6	2°	21000	2·5	3	26000
February	·7	9	26000	2·1	25	35000	3·3	13	36000	1·8	1	19000	1·6	9	22000
March	2·5	22	22000	3·1	32	72000	1·5	33	85000	3·0	21	36000	·9	25	32000
April	2·4	45	120000	1·8	43	110000	·9	42	92000	3·6	35	100000	1·3	40	76000
May	3·5	55	134000	2·1	52	114000	1·3	56	104000	3·6	56	166000	2·9	53	100000
June	2·7	65	92000	4·0	58	97000	5·2	55	82000	3·2	62	156000	3·5	63	80000
July	3·4	69	46000	5·5	66	68000	4·2	66	70000	2·8	65	77000	4·5	67	52000
August	4·3	65	31000	2·4	61	47000	3·2	60	47000	3·6	61	42000	2·4	63	36000
September	2·5	58	20000	3·5	58	34000	2·7	57	38000	5·4	52	35000	3·9	58	29000
October	1·9	46	20000	4·0	42	37000	2·0	46	47000	2·2	42	57000	2·6	44	32000
November	3·1	27	28000	2·1	35	56000	0·9	29	37000	1·3	29	52000	1·8	28	35000
December	3·1	16	33000	2·5	12	55000	2·1	6	25000	1·9	5	34000	2·0	18	37000
	1906.			1907.			1908.			1909.			1910.		
January	2·3	22	35000	0·9	7°	18500	*2·1	*4	39000	3·3	8	24500	2·4	17°	31000
February	1·8	14	35000	1·7	5	18000	*3·4	*7	34000	2·2	9	26000	1·5	11	26000
March	1·2	18	34000	2·0	24	25000	*2·1	*21	35000	3·9	24	31000	1·4	31	39000
April	·8	41	62000	2·0	36	73000	*1·3	*34	83000	2·8	34	100000	1·4	47	98000
May	1·6	52	111000	2·0	46	98000	*4·0	*55	176000	4·5	50	176000			
June	4·5	66	104000	2·7	65	109000	*1·0	*64	135000	1·6	62	160000			
July	1·6	68	57000	3·9	67	76000	*2·3	*69	65000	5·2	65	77000			
August	2·3	69	30000	1·0	62	44000	*1·4	*64	34000	3·0	64	66000			
September	2·4	62	15000	3·7	56	38000	*1·1	*60	18000	2·4	56	47000			
October	3·5	48	17000	3·0	42	46500	*1·4	*40	13000	1·4	43	46000			
November	2·6	31	20000	3·8	30	49000	*1·5	*32	14000	2·4	34	42000			
December	2·7	13	27000	3·1	21	45000	*3·1	*13	21000	2·5	19	45000			

Grand Lake Victoria.

On March 20, a party, consisting of Messrs. Johnson, Philp, O'Meara, four men, and J. Clement, guide, returned via Haileybury from a reconnaissance of Grand Lake Victoria and the Winawiash river to Expanse lake. Unfortunately, owing to deep soft snow, it was not practicable to reconnoitre Expanse.

The party was outfitted by Mr. Marion, Joachims, and left February 9, 1909. The tents and supplies were loaded on three sleighs, each carrying in addition 1,500 lbs. of horse feed, and the men walked. The route followed a sidehill road up Pinusseault creek valley to Boucher's stopping place, thence over the divide and into DuMoine valley. The Hawkesbury Company depot, Rowantown, P.O., is on a large farm which the lumber company began clearing in 1855. The next 8 miles followed the DuMoine river to Mercault's; this made a 28-mile walk the first day out for the party. Thirty-five teams stayed here for the night, some *en route* north to Lake DuMoine and Grand Lake Victoria, some with supplies for the Transcontinental survey parties, others returning empty. So overcrowded was the establishment that men rolled out their blankets on the lower as well as the upper floor.

Next day, February 10, we crossed the DuMoine and followed a rough land road along the west bank for five miles, then along the ice finding the road with difficulty, owing to the snow that had been falling since dawn. Before noon, a detour from the ice

* Approximate.

No. 24.—Main outlet to Grand Lake Victoria, looking southwest. Sketched in the field by S. B. Johnson.

up Muskrat creek to Ingles hill was necessary owing to rapids. Our own supplies were used for lunch at a shack of the dirtiest description. The locality is wild, but by no means inaccessible and such inexcusable neglect should be checked by camp inspection. The afternoon stage was over Devil portage and sufficiently rough to merit the appelation; thence to Manitou lake and James lake, near the upper end of which Buckshot camp is situated, 54 miles from Joachims. The stop for the night was at a well built, cleanly kept shanty, known as 'Buckshot,' after an Indian who kept it. The building is 65 years old, but still in good repair.

The timber passed was spruce, balsam, white and yellow birch, white pine and some dead tamarac. The high rock banks of the DuMoine at the Narrows, forming Manitou rapids, offer a good dam site. Nine inches of snow fell during the day, and the general depth was 3 feet.

The third day, as is the custom, was only a 10-mile stage, and after two strenuous days' marching, it was welcomed, both by ourselves and the teams. Continuing up James lake, we passed the narrows leading into Brulé lake; thence by a short cut, across some small ponds and over a quarter-mile portage to the extreme south bay of DuMoine lake. The bay is ¾ mile long, and 2¼ miles further up the west side of the lake is Boudreau's stopping place, 64 miles from Joachims. The timber passed was similar to the previous day, but we noted many windfalls. Boudreau's buildings are, say 10 feet above the winter level of Lake DuMoine and those of the Eddy Company depot, ½ mile further on, are 35 feet above. A dam at the foot of the lake retaining ten feet in depth would increase the area as follows:—

	Square miles
DuMoine lake proper	30
Kipawa bay	6
Stubb bay	7
Moose river entry	2
Total (Goodspeed, 1906, G.B.S.C. report)	45

This 10 feet deep would form 450 square mile feet of storage.

Parallel to DuMoine river and 5 miles east is Ten Mile lake, 7 square miles area, which could be raised 15 feet, giving 105 square mile feet of storage. It empties into the river, three miles below Lake DuMoine with a fall of 60 feet in 5 miles.

Next day, February 12, one teamster funked and returned to Joachims, but his load of supplies, was portioned among the others, enough horse feed being used by this time to allow of the arrangement. It is 17 miles to the head of Du Moine lake; the west shores are high, but the east side is generally lower with flats extending far inland. Passing the entry to Kipawa bay and Stubb bay, we held up the east arm of the lake into Moose river, where we lunched outdoors. Crossing a 1½ mile portage, two small lakes and another portage 4½ miles long, we reached Danes' camp at 8.30 p.m., having walked 90 miles from Joachims. In this temporary stopping place, 18 feet by 20 feet, twenty-two men slept on the pole floor around a broken down cook stove. The road from Boudreau's to Moose river entry was in good condition, but most of the 26 miles was plunging through deep snow.

The fifth day was a 23-mile stage. The first two miles were through a jack pine flat, then a five-mile portage to Sucker lake, the head pond of Moose river. Proceeding up it to a 4-mile portage we crossed the summit of DuMoine watershed into Bay lake which flows to Grand Lake Victoria. Continuing up the south arm of Bay lake, 4½ miles to the main body, we stopped for the night at 8.15 p.m., after a hard walk through deep snow and slush, that nearly exhausted the teams. The bunk house, which is 113 miles from Joachims, is owned by an indian, Simeon, and though small, is clean and well built. A small canal excavated by Mr. Booth through the summit connects Bay lake with Sucker lake. This allows logs to be sent via the DuMoine river instead of the much longer route by Grand

No. 25.—Sucker Lake party travelling towards Seymour's stopping place. The trick is to step in the footprints of the horses; snowshoes are worn on long lakes, but spoil the track for teams.

No. 26.—Transcontinental caché on Grand Lake Victoria. The flat marks the divide toward Hudson Bay. At extreme high water the lake would discharge in that direction.

No. 27. Party moving camp 4½ miles west of Hudson's Bay Post, Grand Lake Victoria. Men on snowshoes drag the toboggans loaded with beds and supplies, making sometimes ten or fifteen miles per day on hard snow. When the snow is soft, however, two miles is often a strenuous day's work.

No. 28.—Grand Lake Victoria. Mink Narrows is the probable site of one of the dams to retain fifteen feet or more upon the lake. During very high years an undesirable surplus could be run off toward Hudson Bay.

Lake Victoria and the big bend of the Ottawa to Lake Timiskaming. Upon Bay lake, 15 square miles area, a depth of 10 feet could be stored, giving 150 square mile feet of storage. The shores of Sucker lake are low, and Mr. Goodspeed reported (1896) that a 12-foot dam would merge it with another lake giving an area of five square miles and about 50 square mile feet of storage. The upper half of the DuMoine valley—700 square miles—could easily furnish 700 square mile feet of storage, thus:—

	Square mile feet.
DuMoine lake, total as above	450
Ten Mile lake	105
Bark lake, lower	40
Bark lake, upper	20
Seven Mile lake	75
Sucker lake	50
Total	740

This would be enough to give complete storage and yield a steady flow of 1,000 c.f.s. during five months in addition to a regular discharge of 800 c.f.s.

On February 10, we proceeded up Bay lake and, at the head, made a 7-mile portage into Eagle bay, the south extremity of Grand Lake Victoria. It was now possible to use snowshoes, as the ice was good on this still water, and we were able to see and examine the surrounding shores better. Following behind sleighs, the eyes are busy guiding the feet into the hoof prints, for a false step means a slump into three feet of soft snow and slush. The last part of this 22-mile walk was done after dark, and we arrived at the Hudson bay post at 6.30 p.m., the teams two hours later, all tired out plunging through the slush. The post is 135 miles from Joachims and in charge of Mr. Christopherson, whose kind hospitality was sincerely appreciated.

The next day was cold and the roads heavy, but we managed to complete the journey to the Transcontinental cache, arriving at 8.30 p.m. It is at the head of Twenty-one Mile bay, and 162 miles from Joachims. Making camp near the cache next day, explorations were begun over a large swamp about the head of Grand lake. This is bounded westwards by a range of hills that form the division between Grand lake and Wapusana. Northwards, however, the hills are broken, allowing the water to flow by a small creek to Christopherson lake, thence by Bell river to Notawa river and James bay.

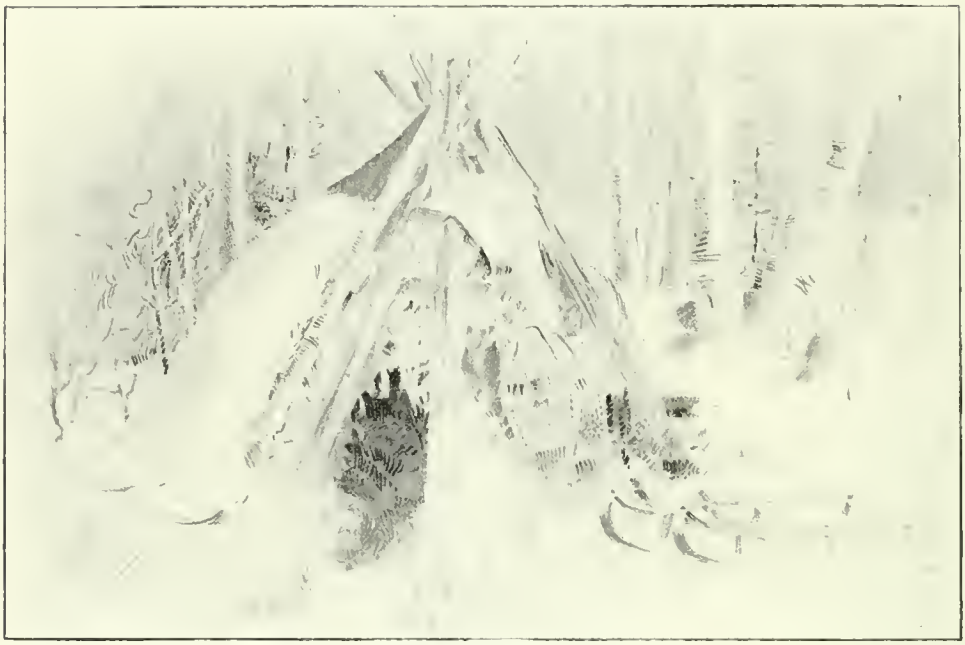
Twenty-one Mile bay from Mink Narrows to its head—six miles—is a swamp with a creek meandering through it at low water. A traverse and levels were run by Mr. Philp from the bay, 4,000 feet up a small creek, then across the swamp and down a creek flowing north. An elevation 12 feet below the lake surface was attained 2½ miles beyond the summit, and a rise of 20 feet over low water stage would send Ottawa water northward. The bottom and shores in the vicinity are sandy loam.

The teams next day returned to Joachims and the outfit was moved on toboggans hauled by the men as the survey proceeded.

The topography of the lake shores was roughly taken to Mink Narrows and cross sections were made for a dam at this point, from which an undesirable surplus of spring flood water could be sent toward James bay. The length of dam would be 1,000 feet and the height from 15 to 40 feet with rock shores covered with boulders and sand. The maximum discharge from the 5,000 square miles above Grand Lake Victoria would not exceed 30,000 c.f.s. which could be passed by six stop-log sluiceways.

Two miles, south of the Narrows, there is a draw leading towards Wapusana lake, which Mr. Johnson levelled over and found the summit to be 40 feet above the surface of Grand Lake Victoria.

The principal outlet of Grand Lake Victoria is 8 miles west from the Hudson Bay post whence the flow leads due north through Gatawagan lake (10 feet lower)



No. 29.—Indian tepee on Moose-horn Lake, sketched by Mr. Johnson. These are temporary lodges used while trapping and hunting in the vicinity.

No. 30.—Squaw cooking, outside temperature 10° below zero. They do not mind the cold sufficiently to put up more than the scantiest shelter.

into Wapusana (again 16 feet lower). There are also two high water outlets that are practically dry in winter.

The most promising dam site Mr. Johnson reports to be at the rapids (15-foot fall) entering Wapusana lake. The reservoir proposed would raise the surface of Grand Lake Victoria 16 to 20 feet and include Moose Horn and Five Portage lake, an area of 30 to 35 square miles, and give 500 to 600 square mile feet of storage.

The party left Grand Lake Victoria March 6, 1909, and proceeded via Moose Horn and Five Portage lake, the intention being to make Lake Expanse, exploring the Winawiash river *en route*. Southwest of Grand Lake Victoria is very rough, the lakes being cut up into long bays, and there are numerous small ponds and swamps. The north end of Moose Horn lake is just high enough to retain the proposed reservoir level. Old Woman lake would be 25 feet above the raised level, its low discharge through the Five Portage rapids (34 feet fall) was found to be only 25 c.f.s. It is a summit lake and also sends water through Old Man lake to the Spruce river; the surrounding country is high and burnt.

Lake Winawiash draws from Trout lake (25 feet above) and joins Old Man lake at its outlet, contributing also to the Spruce river, and eventually the main Ottawa. Trout is the largest and highest of this chain of lakes, which might possibly be led past the Spruce river outlet and into Grand Lake Victoria, via Five Portage rapids.

The party now directed their course toward Expanse. There is a steep portage half a mile long to Bay lake,* which is 8 miles long and discharges down the Winawiash river to Lake Expanse. The shores are generally high and there is a dam at the foot (4 feet fall). Below Bay lake there are two lakes with rapids between and shores that are flat far back.

During the next three days (March 13, 14 and 15) the toboggan hauling was very difficult and provisions ran low, so little could be done but press on to Expanse lake. This was crossed in a blinding snow storm on March 16, and late next evening, the party reached the old Hudson Bay post at Long point occupied by a trader. They made Gillies' depot March 18, and drove out by team to Ville Marie.

*There are several Bay lakes, one mentioned before empties into Grand Lake Victoria.

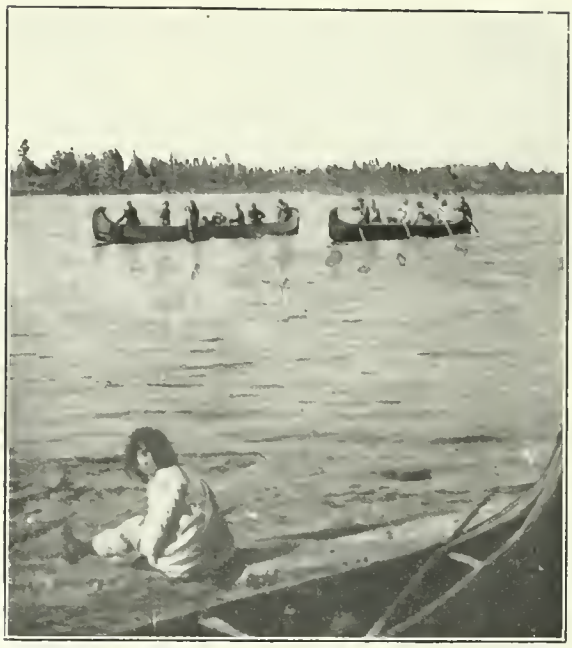
No. 31. Portage on Winanuash River. Low passes are selected with great skill around rapids or between lakes as short cuts.

No. 32. Party at an Indian house repairing snowshoes, &c. The roof is made of 'scoops'; the notices are provincial fire regulations in the Indian language, as well as French and English.

No. 33.—Winawiash River, meandering through a clay soil of great fertility, towards Lake Expanse.

No. 34. Dam on Winawiash River, built to retain the flood so the log drive may be flushed through when it arrives.

No. 35. Indian family at Winawiash Lake. One strong man often cheerfully supports his needy relations, but the overcrowding produces typhoid, smallpox and consumption as surely as in the great cities.



No. 36.—Indians arriving at a Hudsons Bay post, June, 1906, to meet the missionery and to trade.

No. 37.—The outlet eastwards toward the Gatineau, Kakabonga Lake, also discharges westwards to the Ottawa River.

Surveys of Tributaries of the Ottawa River.

A start was made early in 1909 to obtain some more definite information of the tributaries of the Ottawa river. With this object in view, permanent marks were put in, indicating high water level at the head and foot of the different falls and rapids. These marks were later located by surveys run up the Rouge, Madawaska and Petewawa rivers.

NORTH.

North river is 60 miles long, drains 700 square miles and falls over 1,000 feet. The head waters are the beautiful Lakes Brulé (2 square miles), Morin and Sable (1,100 feet above sea). Around the shores of the latter is situated St. Agathe, a health resort of Montreal, population 3,000, with two lumber mills, manufacturing considerable hardwood. Although stony, there are good farms in the vicinity, and one gentleman has a model farm.

Six miles down the river expands into Raymond lake (1,025 above sea, area, 1 square mile) on which is situated the village of Val Morin. St. Margaret (900 above sea) is four miles further down and another four miles beyond is Ste. Adele (637 above sea) population, 2,300.

Piedmont (552 above sea) as its name signifies, marks the exit of the river at the foot of the Laurentian hills. Near this is the crossing of the Canadian Northern railway, leading west toward Montford and Arundel on the Rouge river.

St. Jerome (population, 3,700) is the distributing point for a large part of the North river basin, and is in a good farm district. It has a creamery, cheese factory, brewery, flour mill, lumber mill, woollen mill, tannery, pulp mill and foundry. The manufactures exceed half a million dollars per year.

Here the river bends westward to Lachute(229 above sea, population 3,000), one of the many towns deriving riches from this valuable little river. Lachute is the seat of the rich agricultural county of Argenteuil, and distributes to a large area. It has two lumber mills, two foundries, a pulp mill, a furniture factory, a cheese factory and woollen mill, which produce $350,000 annually.

From Lachute, the river flows southward to Chats island, thence east and south to St. Andrews (85 above sea), the oldest town in the valley which boasted a paper mill in 1810.

The many lakes of the western part of the watershed drain in through the west branch, which operates the Dominion Cartridge Company's factory at Brownsburg.

The North river is an example of the possibilities in a small river with great fall along which a railway extends into a hilly, forested and farming area.

ROUGE.

Rouge river.—On September 22, 1909, a stadia survey was begun and finished by October 7 as far as Mr. Ross's electric power plant, a distance of five and one-quarter miles up from the Ottawa.

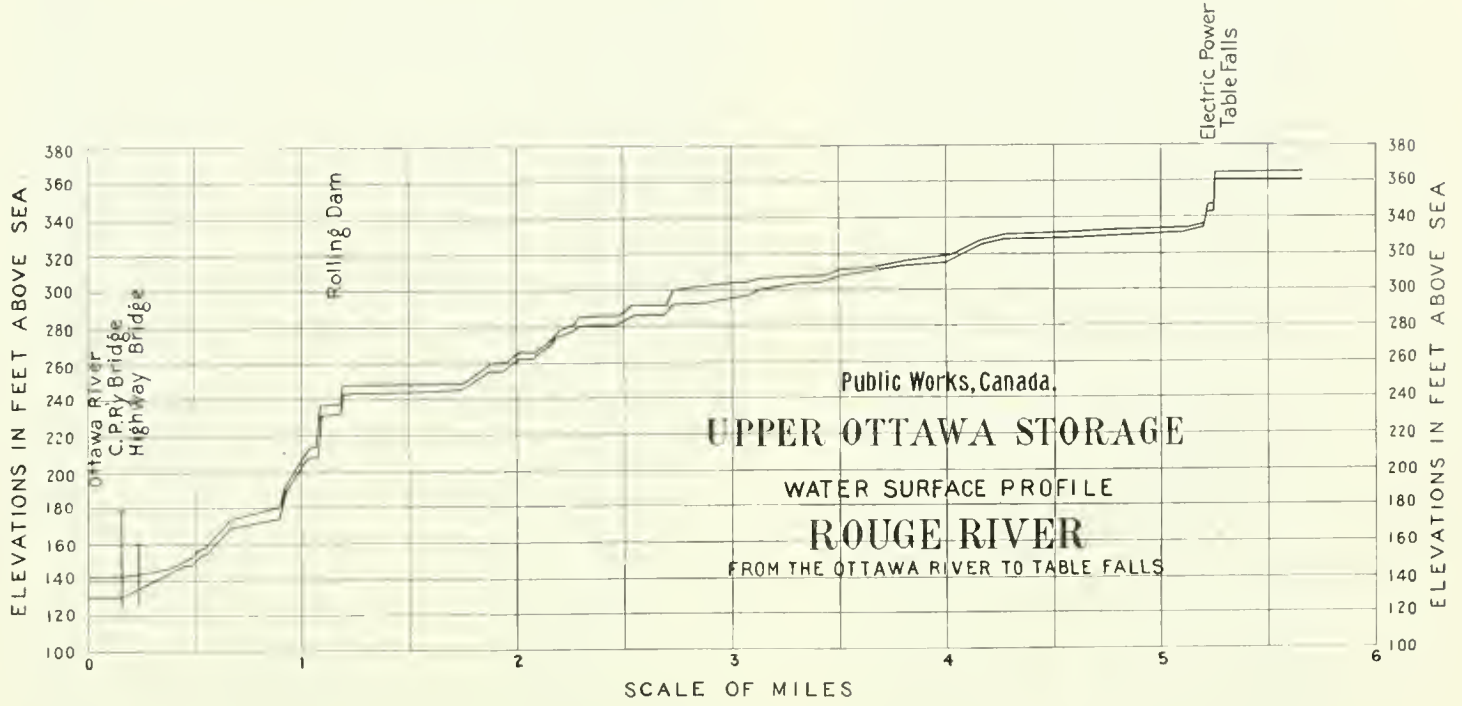
Rouge river is 90 miles long, drains 1,780 square miles and falls probably 1,000 feet in its course. At the head is Rouge lake and others, which almost touch the Mattawan branch of the St. Maurice river. Thirty-five miles down is Nominingue lake, not an expansion, but a side pond of the river close to the west side of the basin. It empties into the Rouge at Lacoste station on the Canadian Pacific railway, which follows the river closely through the towns described below. Annonciation (population, 1,000), highway bridge (100 foot span) crosses the Rouge here, and the country is flat and well farmed, although the river banks are sand and gravel. Maeaza, eight miles below, is the head of a rapid stretch and the railway bridge is over a rocky chute. Two tributaries, the Froid and Maeaza, draining numerous northern lakes, enter here and this

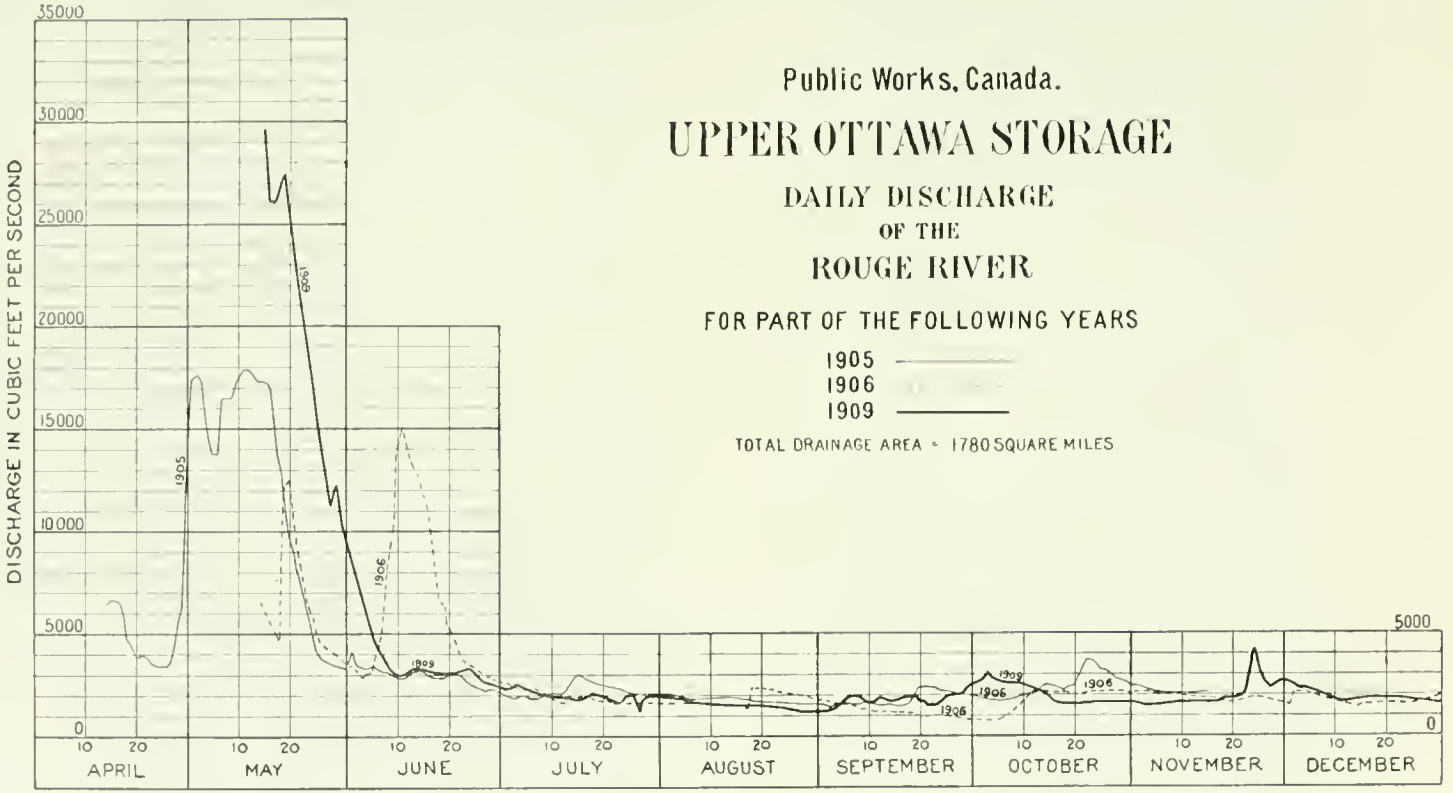
No. 38.—St. Agathe, Que., outlet of Lac du Sable, the commencement of North River.

No. 39.—Metering section on the North River, below Chats Island, Argenteuil county, a short distance north of Carillon.

No. 40. Rosses Electric Power Development on the Rouge River, five miles from Calumet, Que.

No. 41. Part of canyon on the Rouge River, three quarters of a mile from the mouth.


Public Works, Canada.
UPPER OTTAWA STORAGE
WATER SURFACE PROFILE
ROUGE RIVER
FROM THE OTTAWA RIVER TO TABLE FALLS
ELEVATIONS IN FEET ABOVE SEA
SCALE OF MILES
Ottawa River
C.P.R. Bridge
Highway Bridge
Rolling Dam
Electric Power
Table Falls
380
360
340
320
300
280
260
240
220
200
180
160
140
120
100
0
1
2
3
4
5
6


Public Works, Canada.
UPPER OTTAWA STORAGE
DAILY DISCHARGE
OF THE
ROUGE RIVER
FOR PART OF THE FOLLOWING YEARS
1905
1906
1909
TOTAL DRAINAGE AREA = 1780 SQUARE MILES
DISCHARGE IN CUBIC FEET PER SECOND
35000
30000
25000
20000
15000
10000
5000
0
1905
1906
1909
10 20
APRIL
MAY
JUNE
JULY
AUGUST
SEPTEMBER
OCTOBER
NOVEMBER
DECEMBER

marks the beginning of a rock outcrop that extends to Lalelle (749 above sea, population, 1,250). The town commemorates the name of the late Curé Lalelle, to whose energy the railway and flourishing young towns are due. At the town is Chute aux Iroquois, 15 feet fall, crossed by a highway bridge. Although there are two steam saw mills and good farms in the vicinity, no water power has yet been constructed. Below, seven miles is Conception (722 above sea) a saw mill town with good land and a poultry farm. To the east of the river is Trembling lake and mountain, around which sweeps Devil river, a northern tributary that crosses the railway at St. Jovite (704 above sea, population 1,750). This is the depot of the Riordan Paper Company that have the controlling spruce interests in the Rouge valley. A system of modren forestry has been instituted and large water-power developments will be made. The railway leads eastwards across the valley from St. Jovite to St. Faustin (1,257 above sea, population 1,283), where it enters the north river basin. The Rouge flows generally south from Trembling lake to Huckleberry chute, then turns easterly receiving the Devil river. Turning south again, it plunges over Crystal falls and continues south to Arundel (584 above sea), where the Canadian Northern line from Montford terminates at present.

Twenty miles further south, the Maskinonge river enters from the west. It drains Maskinonge lake, the north end of which almost reaches Chute aux Iroquois; also Sugar Bush lake and Cameron lake.

At Rivington, there is a highway bridge, and eight miles further down at Table falls is the Ross Company power house (50 feet) head 1,500 horse-power, distributing to Calumet, Grenville, Hawkesbury, &c.

Below this, the river falls 160 feet in 5 miles, the last mile having rock canyon sides, through which the water rushes out from the mountains. The river seems to be subject to freshets, as is seen by the discharge during 1909, when for eight days, a volume averaging over twenty-seven thousand cubic feet per second passed down. The daily discharge for parts of the years 1905-06-09 and 1910 are plotted. A gauge is read daily at the head of Table falls at the power dam.

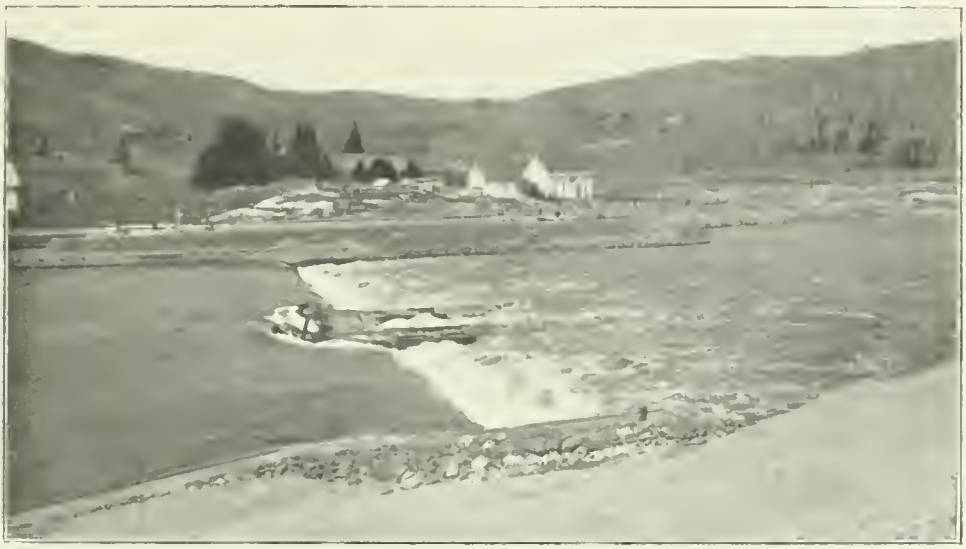
Three miles west of the confluence of the Rouge with the Ottawa is Calumet (194 feet above sea, population 500 on the Canadian Pacific railway. Behind the town, a mountain rises to altitude 794 feet, which is 30 feet above the top of Mount Royal, giving the appearance of a western mining town. Graphite and mica are mined along the Calumet river which drains Lakes Bark, Bevin, McDonald and Sixteen Island, lying between the Rouge and North basins.

DU LIEVRE.

Du Lievre river, length 175 miles, drainage area, 4,000 square miles, falls probably 1,200 feet. The basin is comparatively narrow, 20 to 25 miles wide, and the northern third is drained by two branches, uniting about 100 miles above the mouth. The west branch from Big Trout lake and the east branch draining Nemikachi, Dore and Coulotte lakes, lying close to the St. Maurice basin. This is a rough and forested area without settlers.

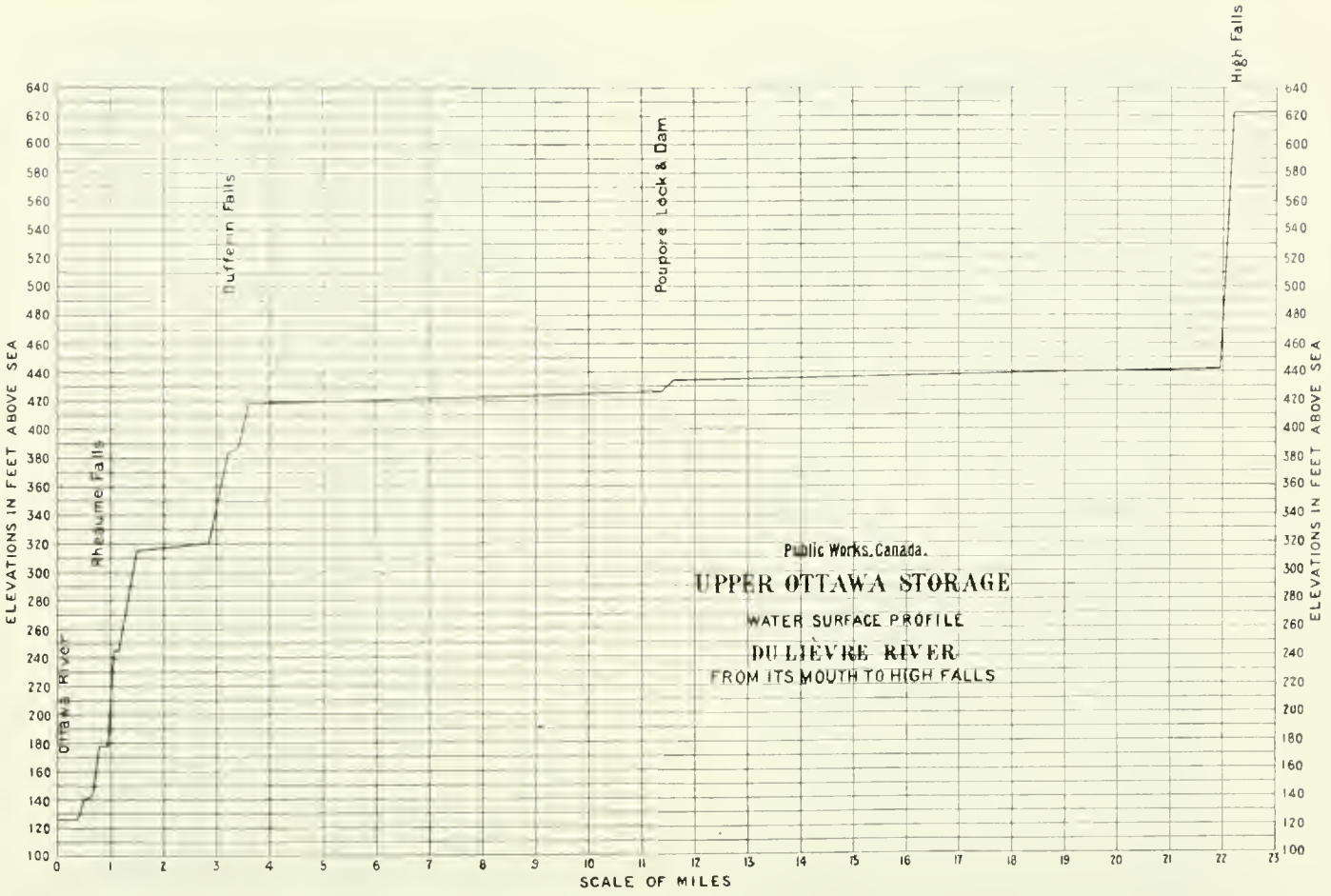
The middle third of the river flows through more agricultural land. The Canadian Pacific railway, from St. Jerome and Nomining terminates at Duhamel, formerly known as Chute à l'Original. Ten miles above this, is the McLaren depot farm, and eight miles below is Farm Rouge and highway bridge, the intervening land is a rich red clay and well settled.

Kiamika river joins from the west about thirteen miles below Duhamel. It flows through an agricultural country, draining Kiamika and Bark lakes, around the south of which latter the railway runs. The Lievre sweeps east of Lac des Iles, a considerable mountain lying between them, but the lake gains the river by a four-mile creek, falling 20 feet, that drives a small mill near its head. Lac du Cerf enters by a small creek



No. 42.—Lock and dam on the Du Lievre River a clay slide filled the river, pressed into the lock chamber from below, and actually pushed the dam some distance up stream.

No. 43.— Dufferin Falls at Buckingham, on the Leivre River, where it descends over the edge of the Laurentian ridge.


Ottawa River
Rheaume Falls
Dufferin Falls
Poupore Lock & Dam
High Falls
ELEVATIONS IN FEET ABOVE SEA
SCALE OF MILES
Public Works Canada.
UPPER OTTAWA STORAGE
WATER SURFACE PROFILE
DU LIÈVRE RIVER
FROM ITS MOUTH TO HIGH FALLS

Public Works, Canada.

UPPER OTTAWA STORAGE

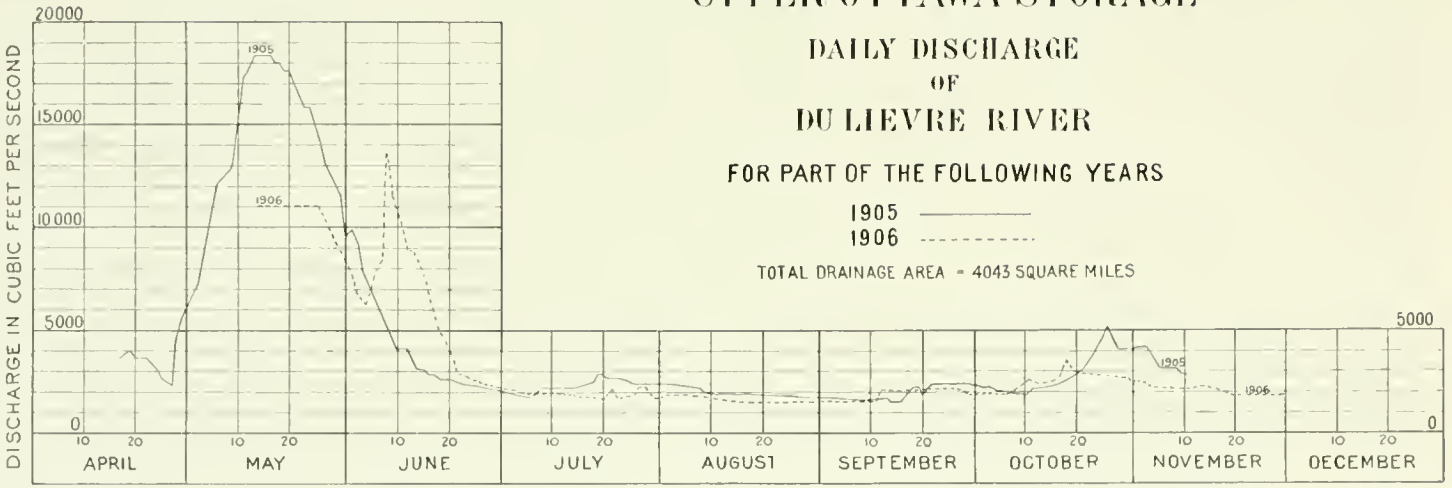
DAILY DISCHARGE OF DU LIEVRE RIVER

FOR PART OF THE FOLLOWING YEARS

1905 ——————

1906 - - - - - - - - - -

TOTAL DRAINAGE AREA = 4043 SQUARE MILES



near a sharp shunt west and then south in the main river at Dudley lake, whence it expands into Sand lake, just above the entry of White Fish lake. This lake is 22 square miles area and fills from the river during high water, but has an outflow that operates a small mill during low periods. There are a number of settlers around Sand and Whitefish lakes, who trade at N. D. du Laus, situated where the Riviere aux Ours empties from a mountainous district to the east.

Ten miles below are the High falls of the Lievre, a very desirable water power, and to this point navigation is possible for 12 miles down to the lock at Poupore, and then 20 miles further to Buckingham. Two serious land slides have taken place in this vicinity at La Salette and at the lock, with several fatalities. Buckingham (437 above sea, population 3,000) is connected by a mile branch from Masson with the Canadian Pacific railway (North Shore). It is the centre of the McLaren lumber business and also the distributing point for several mines, and the foot of navigation up the river to High Falls. There are lumber mills, pulp mills, brick plant, creamery, cheese factory, flour mill, tannery, electric reduction works and also phosphate, graphite and mica mines.

Below Buckingham the river falls 294 feet in three miles to the Ottawa which it enters by a picturesque chute beneath the Canadian Pacific railway bridge.

GATINEAU.

Gatineau river is 200 miles long, drains 9,100 square miles and falls probably 1,000 feet altogether.

The head waters stretch to the northeast, touching the sources of the St. Maurice.

The upper third of the basin lies above Baskatong lake, near which the Gens de Terre flows in from Kabonga lake, draining a thousand square miles more.

Baskatong lake (20 square miles) receives water from Silver lake, close to the Du Lievre basin, through Piskabosin, a territory of probably 50 square miles. In addition to this, however, the lake is filled by freshets from the Gatineau, which above this point rises quickly even during summer storms. Nearly twenty feet of storage could be held on Baskatong lake, giving 400 square mile feet, by damming the Gatineau at the head of Baskatong rapids, a mile below. The proposed dam would affect the river to the next rapids, 15 miles above.

Lake Petawagaman offers a reservoir site, while the Kakabonga waters can probably be turned toward Grand Lake Victoria, all of which will help to restrain the flood flow that overcharges the main river at Ottawa city.

The valley is sparsely settled in this upper part, but thirty miles below is Maniwaki (563 above sea, population 2,000), the terminus of the Gatineau Valley railway (Canadian Pacific).

Desert river, draining Round and Desert lakes with its tributary, the Eagle, draining Lakes Couagama and Pythonga, enters here through an alluvial flat and fine farms. To the east of Maniwaki is the Joseph valley, draining Serpent, Murray and Hogan lakes, through which the Nomining railway (Canadian Pacific) will some day be extended to complete the circuit from Montreal to Ottawa.

From Maniwaki to Gracefield (597 above sea, population 350), the railway keeps three or four miles west of the river, skirting Blue Sea lake, a summer resort, and passing through a rocky outcrop which separates a string of lakes from the river.

To the East of Gracefield is Thirty-one Mile lake (22 square miles) into which Pemachangan flows from the south, while it empties from the north end, falling 60 feet, into the Gatineau.

At Kazabazua (570 above sea, population 250), 2½ miles from river; the Pickanock flows in from the west, draining Lakes Dumont, Squaw and Kagama. The railway joins the river again at Low (415 above sea, population 250) whence to Ottawa, each station is a summer resort in a clay-farm and deep coulee district. The

UPPER OTTAWA STORAGE
WATER SURFACE PROFILE
GATINEAU RIVER
FROM ITS MOUTH TO LOW
1910
Public Works, Canada.
ELEVATIONS IN FEET ABOVE SEA
SCALE IN MILES
Gatineau Point (Ottawa River)
Iron Side
Chelsea
Tenaga
Kirk's Ferry
Cascades
Farm Point
Rockhurst
Wakefield
North Wakefield
Poupore
Farrellton
Brennan
Low

Public Works, Canada.

UPPER OTTAWA STORAGE

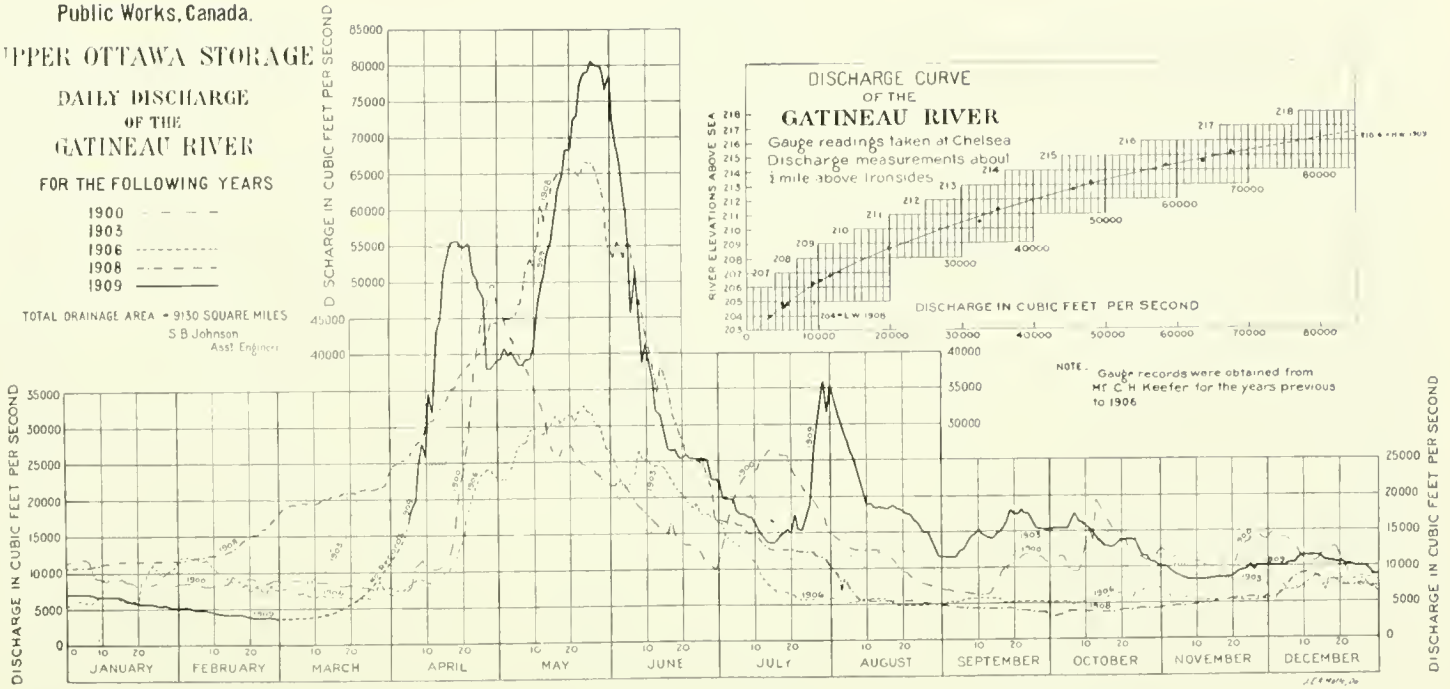
DAILY DISCHARGE OF THE GATINEAU RIVER

FOR THE FOLLOWING YEARS

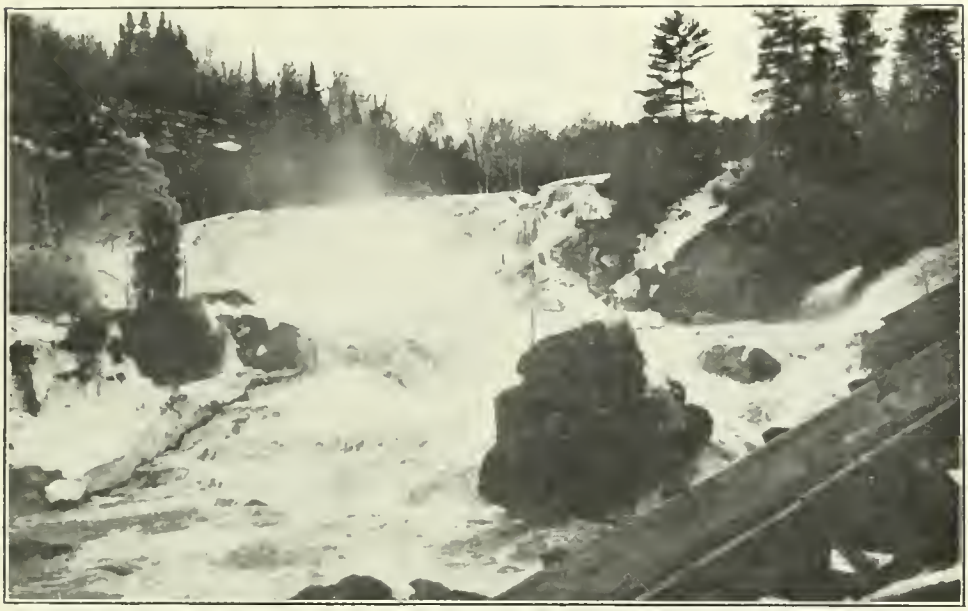
1900 – – – –
1903
1906 ----------
1908 -.- – – –
1909 ——————

TOTAL DRAINAGE AREA = 9130 SQUARE MILES

S.B. Johnson
Asst. Engineer



NOTE - Gauge records were obtained from Mr C. H. Keefer for the years previous to 1906



No. 44.—Little Nation River, the Mill Falls, five miles from the Ottawa River. Log chute in lower corner. The scenery is the Laurentian or 'Thousadd Island' type.

No. 45.—High Falls at Chelsea, where the Gatineau River tumbles over the edge of the Laurentian ridge.

Public Works, Canada.

UPPER OTTAWA STORAGE

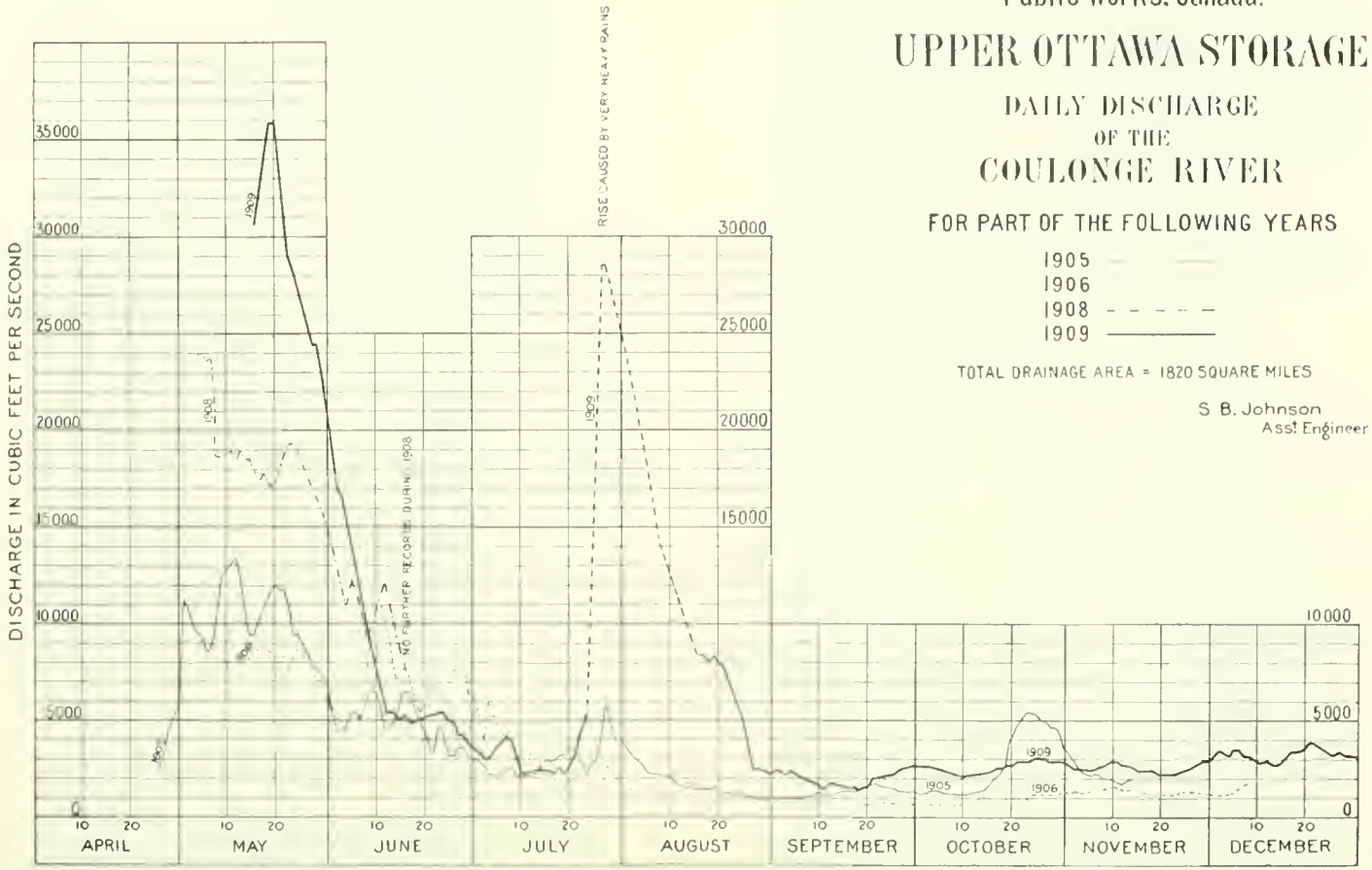
DAILY DISCHARGE OF THE COULONGE RIVER

FOR PART OF THE FOLLOWING YEARS

1905 ——
1906
1908 - - - - -
1909 ——

TOTAL DRAINAGE AREA = 1820 SQUARE MILES

S. B. Johnson
Ass't Engineer



Gatineau finally issues from the Laurentian hills by a beautiful fall at Gilmour's mills, Chelsea, ten miles from the Ottawa. The river is not navigated, except on the lower reach, but great quantities of logs are driven down each year for pulp and lumber.

COULONGE.

Coulonge river, length 100 miles, drains 1,800 square miles, total fall about 1,000 feet.

The head waters were examined by Mr. Goodspeed, 1906, Little Victoria (6 square miles) empties in by a small creek from the west and a chain of lakes, Kahimina, Nishcotea and Giroux (combined area 25 square miles), flow in from the east. Brule lake, 8 square miles area, empties in from the east through a short steep creek with 60 feet fall. Thirty miles further down, a net work of lakes pour in from the northeast, and the west branch now fully formed, flows 35 miles south to Ragged and Gallinots chutes, where it is joined by the east branch. Settlement begins about here, and fifteen miles further down is Leclair village, near Great Falls, where the river issues from the mountains. It then meanders through alluvial plains past the Bryson farm to Coulonge (361 above sea, population 2,000) where it joins the Ottawa.

BLACK.

Black river, 75 miles long drains 950 square miles; fall, probably 1,000 feet.

There are several lakes in the northern part of this basin, but they have not yet been examined. Moose lake is 60 miles above the mouth and St. Patrick about 45 up. Settlement begins about 20 miles up from the mouth where McGillivray lake flows in from the west. About five miles from the mouth is a high fall, which, since 1907 furnishes electric energy to Pembroke. Waltham (360 above sea, population 600), is at the outlet of the river, and is the present terminus of the Pontiac railway (Canadian Pacific) from Ottawa.

DU MOINE.

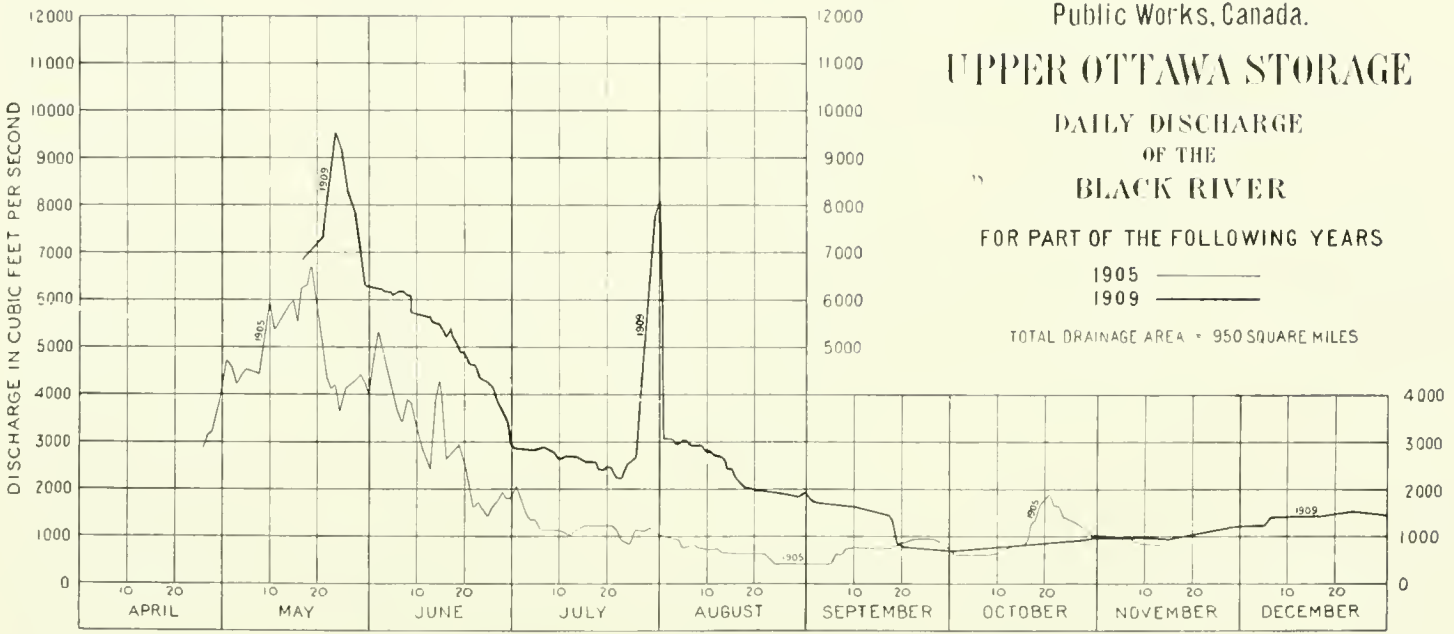
DuMoine, length 70 miles, drains 1,500 square miles, fall 700 feet. Bark lake, the head water, consists of an upper lake, 25 feet above the southern part, which flows into DuMoine lake, their united area is 27 square miles. DuMoine lake with its bays totals 45 square miles, and can be raised 10 feet by a dam above its outlet, offering an exceptional reservoir site. Ten Mile lake, which drains a territory to the east and is 60 feet higher, discharges below the chute. Possibly it can be led to DuMoine lake and add its basin to the reserve.

The river below is swift and the shores unsettled and rocky, but the Hawkesbury Lumber Company have two fine farms in the valley, one at Rowantown depot, on the river, and the Alma farm to the east. About eight miles from the mouth the west branch joins

MONTREAL.

Montreal river, length 130 miles, drains 2,800 square miles, fall about 700 feet.

The general direction of the valley is southeasterly, and the greater part of the river coincides in direction and is strikingly straight and parallel to Lake Timiskaming, and the long bays of Kipawa. Square across the head of the basin are two rock dissections, through the westerly of which Lakes Pigeon (1,150 above sea), and Duncan (1,132 above sea) empty while the easterly one drains Smoothwater (1,275 above sea) and Gowganda. These head branches join the main stream in the vicinity of Matachewan, the Hudson Bay post near the great north bend. For fifty miles below the post, the river flows generally straight southeast to Matawapika falls (30 feet), where the river of the same name joins, draining Lady Evelyn lake (965 above sea).


Public Works, Canada.
UPPER OTTAWA STORAGE
DAILY DISCHARGE
OF THE
BLACK RIVER
FOR PART OF THE FOLLOWING YEARS
1905
1909
TOTAL DRAINAGE AREA = 950 SQUARE MILES
DISCHARGE IN CUBIC FEET PER SECOND
12000
11000
10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
10
20
APRIL
MAY
JUNE
JULY
AUGUST
SEPTEMBER
OCTOBER
NOVEMBER
DECEMBER
1905
1909

No. 46.—High Falls on the Black River, at Waltham, Que. Power for public utilities in Pembroke is obtained here.

No 47. Moose swimming in the Montreal River.

No. 48. Dam site on the Montreal River at Latchford, Ont.

Thence to Bay lake (936 above sea) and Latchford station (Timiskaming and Ontario railway), is twelve miles of navigable river interrupted only by the small Pork rapids at some stages. The dam now being built by the Department of Public Works will greatly ease this obstruction. Along this route supplies are taken by boat and portages into the Gowganda mining district from Latchford station.

Here the river makes a square shunt for four miles to Gillies station (934 above sea) where it, as abruptly, changes to the former direction of southeast and continues 20 miles to its outlet, Lake Timiskaming (580 above sea). Part of the fall of 350 feet is taken advantage of at Hound chute and at Ragged chute, the latter being a Taylor compressed air instalment. The exit of the river is a canyon called The Notch, through which it sweeps around the north flank of Beaver mountain, so named from its resemblance to our emblematic animal.

At the very outlet of the Montreal, a small river, the Matabitchuan enters Lake Timiskaming, and two miles up is a power with the great head of 275 feet. All the power in this locality is led to Cobalt for use in the silver mines, which are the greatest in the world.

PETAWAWA.

Petawawa, length 100 miles, drains 1,600 square miles, fall 600 feet. The basin extends east and west, and Cedar lake (984 above sea) gathers most of the head water from White Trout (1,271 above sea), Burnt (1,254 above sea), Catfish (1,224 above sea), and other lakes in the high lands. Below Cedar lake, 5 miles, is Trout (863 above sea) on the east edge of Algonquin National Park, which includes all the basin above. The White Partridge joins, draining Crow, Clear and White Partridge lakes, and the river then expands into Traverse lake, fifty miles from its mouth, sweeping to the north and then east again. At ten miles from its outlet, the south branch joins, draining Clemow, Grand and Crooked lakes. The Canadian Pacific railway main line crosses near the mouth and also a highway bridge leading to the military camp grounds. There is practically no settlement, and logging is the only industry.

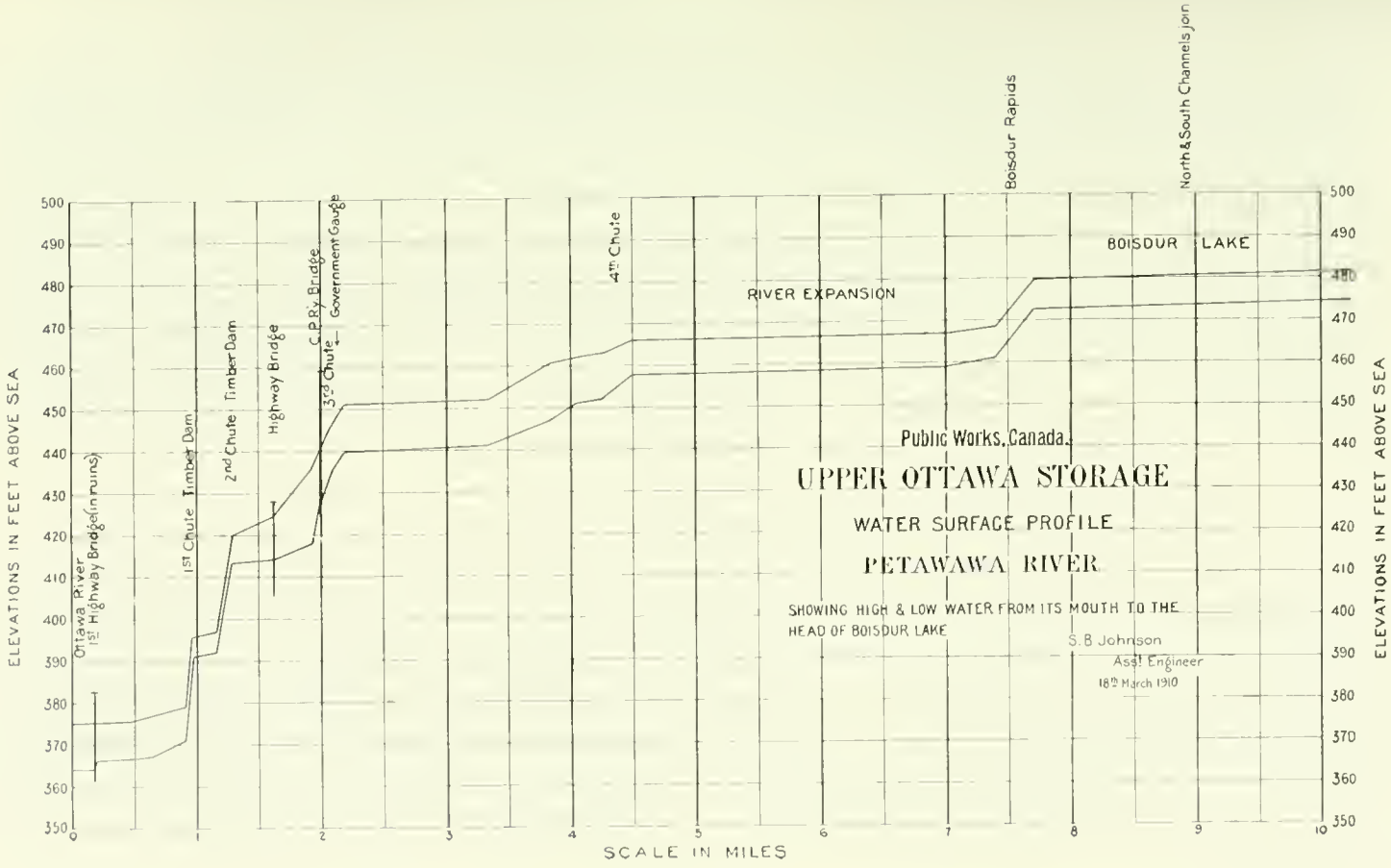
BONNECHERE.

Bonnechere, 70 miles long, drains 900 square miles, fall 300 feet. Halfway down, the river expands into Round lake and then into Golden lake (560 above sea). From Renfrew, it is paralleled by the Grand Trunk railway (Parry Sound branch), which climbs out of the valley by Wilno creek, the scenery of which is striking.

From Eganville (550 above sea, population 1,200) to Renfrew (416 above sea, population 3,500) there is a second railway, the Canadian Pacific, Eganville branch, along the river. At Renfrew, six miles from the outlet into Chats lake (240 above sea) there is considerable fall known as the Second chute, where several mills and an electric power are situated.

MADAWASKA.

Madawaska, 100 miles long, drains 3,200 square miles, fall 1,200 feet. Like the Petawawa basin, this one is also east and west. Source, Cache, Whitefish and Rock lakes form the head waters and the river may be said to begin at Whitney (1,262 above sea) on the Grand Trunk (Parry Sound branch). Twelve miles below at Madawaska station (1,035 above sea) the Opeongo branch draining Opeongo and Aylen lakes, joins from the north. The river then expands into Bark lake and Kamaniskeg with Barry's bay stretching north to the railway, down which a small steamer plys to Combermere. Three miles below this is a corundum mine at Burgess mines, where the York branch joins the main river from the south, draining the lakes above Baneroft and also the Loon lakes


ELEVATIONS IN FEET ABOVE SEA
500
490
480
470
460
450
440
430
420
410
400
390
380
370
360
350
0
1
2
3
4
5
6
7
8
9
10
SCALE IN MILES
Ottawa River
1st Highway Bridge (in ruins)
1st Chute Timber Dam
2nd Chute Timber Dam
Highway Bridge
C.P.R'y Bridge
3rd Chute
Government Gauge
4th Chute
RIVER EXPANSION
Boisdur Rapids
North & South Channels join
BOISDUR LAKE
Public Works, Canada.
UPPER OTTAWA STORAGE
WATER SURFACE PROFILE
PETAWAWA RIVER
SHOWING HIGH & LOW WATER FROM ITS MOUTH TO THE HEAD OF BOISDUR LAKE
S.B Johnson
Ass't Engineer
18th March 1910

No. 49.—Metering station on the Petawawa River.

No. 50.—One-mile Rapids, mouth of the Du Moine River.

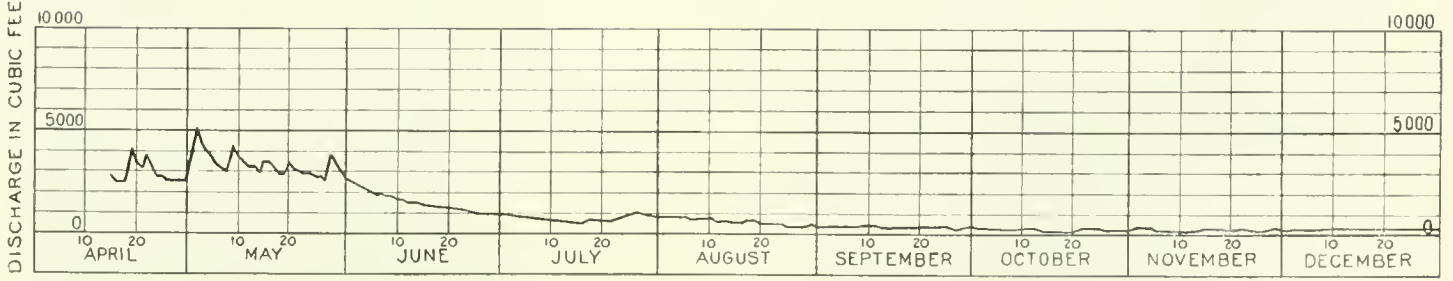
Public Works, Canada.

UPPER OTTAWA STORAGE

DAILY DISCHARGE
OF THE
BONNECHERE RIVER

1909

TOTAL DRAINAGE AREA = 910 SQUARE MILES



Hyland creek flows in from the north about 50 miles above the mouth and ten miles below the river alters its course abruptly to northeast. At High Falls, 30 miles from Chats lake, the river descends over the schist outcrop into Calabogie lake (507 feet above sea) and from here down its course is best understood from an inspection of the profile, page 78.

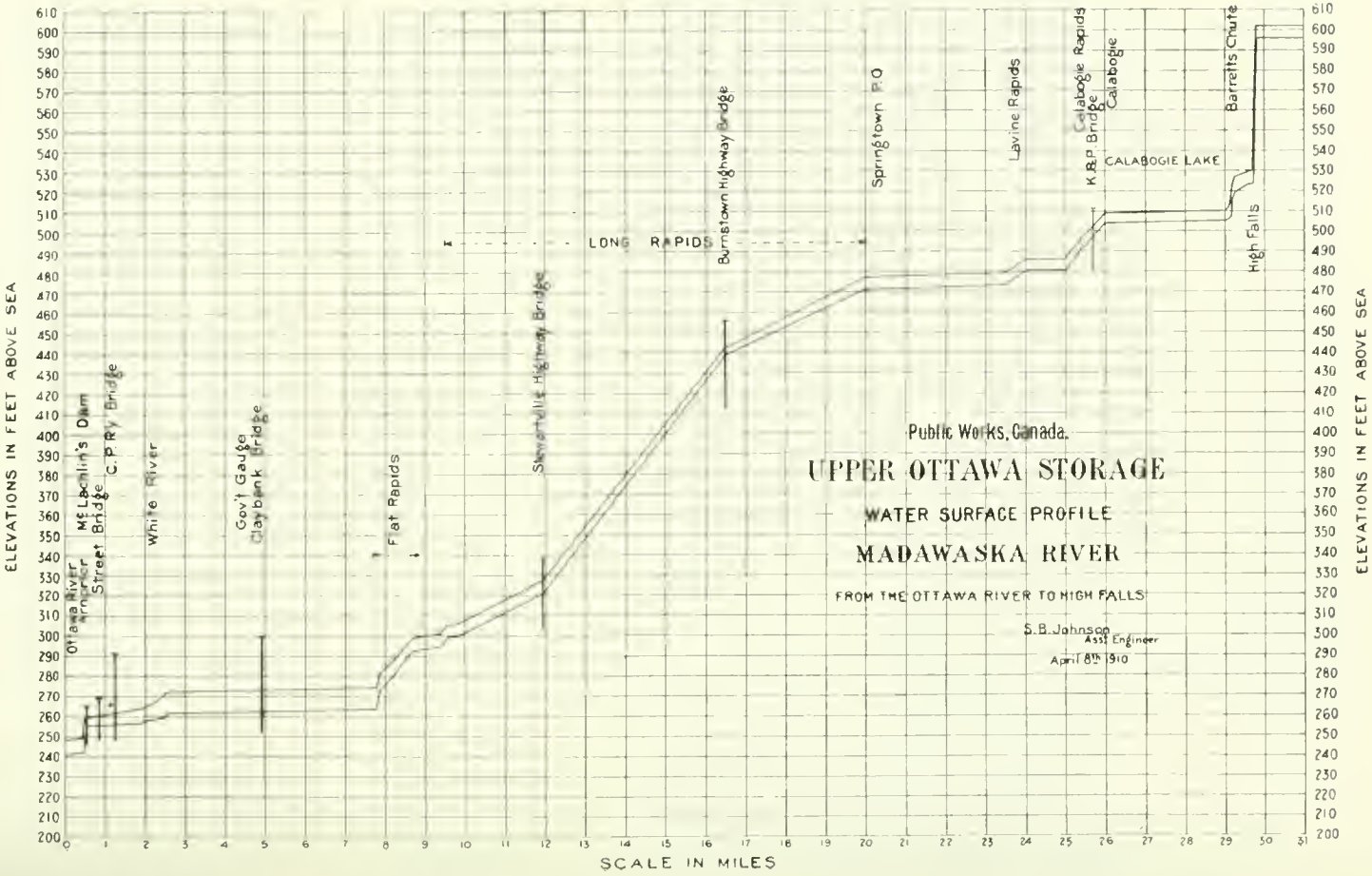
No. 51.—Electric power on the Bonnechere River at Renfrew.

The Kingston and Renfrew railway (Canadian Pacific railway) crosses the valley along the east side of Calabogie lake. Two miles from Arnprior (301 above sea, population 4,200), a tributary enters, draining White lake, and about 100 square miles of country, rich in iron indication, &c. The last fall before entering Chats lake serves to operate part of the McLaughlin mills.

For daily flow chart, see page 79, and for profile, page 78.

MISSISSIPPI.

Mississippi, length 75 miles, drains 1,400 square miles, fall 500 feet. The general direction of the basin is northeast with Lake Mazinawe as the head, whence there is a succession of lakes, following the mineral belt 15 miles to Cross lake. The course then turns across the watershed and five miles down is Snow Road station (701 above sea) on the K. and P. railway, below which the river expands into Dalhousie lake. Fall river, draining Sharbot and Bennett lake, joins from the south, and from the north, Clyde river, on which is the town of Lanark. Here the Mississippi bends sharply north for six miles to Ferguson falls, then four miles east, it expands into Mississippi lake (440 above sea) at the outlet of which is Carleton Place. From here eastwards to Montreal, the country changes from its rough and rocky Laurentian character to flat agricultural land. The course of the river from Carleton Place (430 above sea) is northwesterly, and its falls furnish valuable powers at Almonte (370 above sea, population 3,500), Pakenham (294 above sea, population 450) and Galetta (270

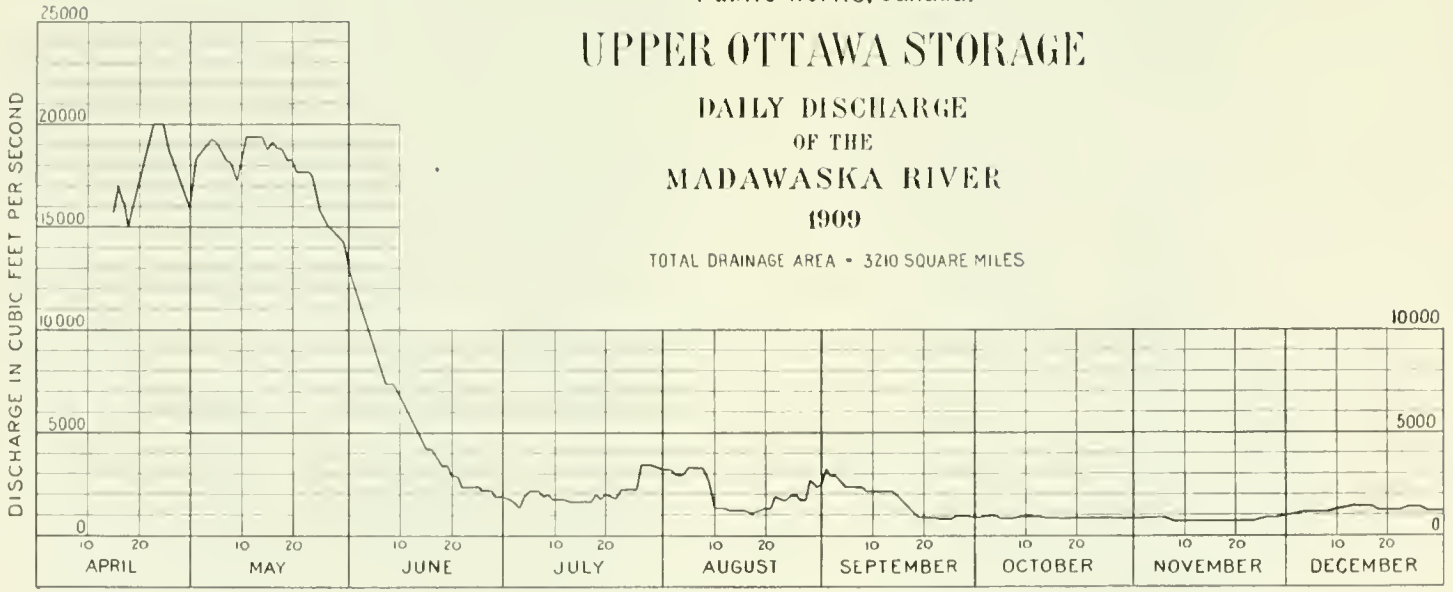

ELEVATIONS IN FEET ABOVE SEA
SCALE IN MILES
Ottawa River
Armstrong
McLachlin's Dam
Street
C. P. Ry Bridge
White River
Gov't Gauge
Claybank Bridge
Flat Rapids
Stewartville Highway Bridge
LONG RAPIDS
Burnstown Highway Bridge
Springtown P.O.
Lavine Rapids
Calabogie Rapids
K.&P. Bridge
Calabogie
CALABOGIE LAKE
Barretts Chute
High Falls
Public Works, Canada.
UPPER OTTAWA STORAGE
WATER SURFACE PROFILE
MADAWASKA RIVER
FROM THE OTTAWA RIVER TO HIGH FALLS
S.B. Johnson
Asst Engineer
April 8th 1910

Public Works, Canada.

UPPER OTTAWA STORAGE

DAILY DISCHARGE OF THE MADAWASKA RIVER 1909

TOTAL DRAINAGE AREA = 3210 SQUARE MILES



No. 52.– High Falls above Calabogie, on the Madawaska River.

No. 53.—Madawaska River, looking down from Stewartsville.

No. 54.- Power at Galetta, on the Mississippi River.

No. 55.—Otter Chute, Mississippi River, sixty-five miles from the mouth.

above sea, population 300. Below Galetta, the river divides, one branch leading to Chats lake above the falls (240 above sea), and the other descending to Deschenes lake below the falls (190 feet above sea).

RIDEAU.

Rideau, length 75 miles, from Rideau lakes, 90 miles, drains 1,500 square miles, fall, 290 feet from Rideau lakes. The basin is triangular, the south edge corresponding to the line of the Brockville and Westport railway, and the east side is followed generally by the Prescott and Ottawa railway.

Rideau lake (420 above sea and 4 feet below the summit level of the navigation system) is 20 miles long and consists of three expansions. Along the west are Laurentian outcrops, and from these a parallel series of lakes, Eagle, Robb, Christie and Otty, drain out through the Tay river, which is made navigable by the Beveridge locks for six miles up to Perth (433 above sea, population 4,500).

From Smith's Falls (410 above sea, population 6,000) two miles below the Rideau lakes, the river crosses the basin, past Merrickville* (346 above sea, population 1200) and Burritt's rapids to the Junction of the south branch, three miles up which is Kemptville (320 above sea, population 2,000). From here the direction is north to Manotick (Long Island) and Black rapids to Hog's Back (240 above sea), where the river swerves east of the city of Ottawa and debouches over the Rideau falls, while a canal cut 4 miles long leads directly into the city and steps down to the river.

NATION.

Nation, length 80 miles, drains 1,400 square miles, fall 150 feet. This basin is without lakes, but collects water from numerous creeks that extend within three miles of the St. Lawrence from Prescott down to Iroquois. The river may be said to commence at Spencerville (315 above sea) on the Prescott and Ottawa railway, and 12 miles further on, it is joined by Black creek. Ten miles further is Chesterville (238 above sea, population 900) where there is a long rapid almost dry at low periods, a condition that could be ameliorated by a stop log dam at the foot. The river continues as an alluvial stream amidst beautiful farms to Crysler (272 above sea), where there is a dam and flour mill with rapids below. Thence it flows uninterruptedly to Casselman (208 above sea) and falls over a flat limestone outcrop where an electric plant is in course of construction that will however only develop part of even this small stream. Above Casselman, the Castor enters, draining by its various branches, the country south of Russell to Winchester and Kemptville—250 square miles. Below this the river is navigable for 30 miles, past Lemieux and Pendleton to Plantagenet (170 above sea, population 900). About midway, Bearbrook joins in, draining from Eastman Springs and Navan, while the Scotch river drains the extensive swamps to the southeast. Five mile below Plantagenet, the Nation descends over Jessop falls to the level of the Ottawa, two miles beyond.

There are troublesome floods on the Nation, which are often attributed to deforestation of the watershed. It should be remembered that swamps take the place of lakes in this basin and soak in the spring floods to discharge them gradually as ground water flow. Draining them, however, leads more water to the main stream in one day than its sluggish flow is intended to discharge in a week.

* For profile, see page .

UPPER OTTAWA STORAGE
WATER-SURFACE PROFILE
RIDEAU RIVER
Public Works Canada
Summit-Upper Rideau Lake-to its Mouth
Lower Rideau Lake
Upper Rideau Lake
The Narrows
Poonamalie
Smiths Falls
Old Sly's
Edmunds Mills
Kilmarnock
Merrickville
Clowe
Nicholson's
Burritts Rapids
Long Island
Blair Rapids
Magnetic Land
Rideau Falls
Ottawa River
SCALE OF MILES
ELEVATIONS IN FEET ABOVE SEA

No. 56.—Hog's Back, on the Rideau River. From this place the navigation is passed through an artific al canal to Ottawa city, a distance of four miles.

No. 57.—Rideau Falls at low water. The junction of the Rideau River with the Ottawa, named by Champlain in 1613.

Timiskaming Dam Contract.

In the end of February, 1909, orders were received to begin work upon the Timiskaming dam contract, which had been awarded to Messrs. Kirby and Stewart. Working plans were begun at once and on March 3, Mr. Matheson and the writer visited the site. The water being at a very low stage, it was decided to examine the ground for a foundation and test pits were begun.

The pit in mid-channel was sunk 40 feet through boulders and compact gravel, earth and boulders, which was impervious to water. The pit on the west shore was sunk 29 feet through similar material, but not impervious, to angular rock in large masses.

Six other tests were made by Mr H. M. Davy, showing that there was no bed rock available, but that a good strong boulder material extended down to at least forty feet.

GEOLOGY OF SITE.

The steep rock cliff, forming the Quebec shore, bends sharply to the east half a mile above the dam site, but the Ontario shore continues straight south. A geological bay is indicated, over the edge of which Gordon creek enters the Ottawa by a series of beautiful falls, aggregating 200 feet in height. Probably a glacier formed an ice dam in the vicinity and, melting away, left the gorge filled with boulders. In the ancient lake penned up by it, the bench lands, forming the Lumsden farm and the Keller property, were laid up by silting.

DESIGN OF SLUICES.

A design for a boulder foundation was, therefore, put under way, consisting of a monolithic slab of concrete three feet thick across the river with a cut-off wall of indefinite depth along the up stream and down stream edges. The upper cut-off has been built 10 feet deep and the down stream one 5 feet deep.

Upon this platform piers 20 feet apart were designed and the sluiceways arranged to be closed by stop-logs. British Columbia fir alone could be obtained of sufficient size for stop logs, and, owing to the cost, a study was made of reinforced concrete ones. The investigation, however, failed to establish any decided superiority, and consequently a timber bill was given the contractors on March 31.

The calculation of stresses on the piers and on stoplogs were gone into carefully, and Mr. Matheson visited the Trent canal office, Peterboro, to examine the stop log sluice practice adopted there. Expropriation plans for the land, owned both by Ontario and Quebec, with descriptions were completed and sent into the department.

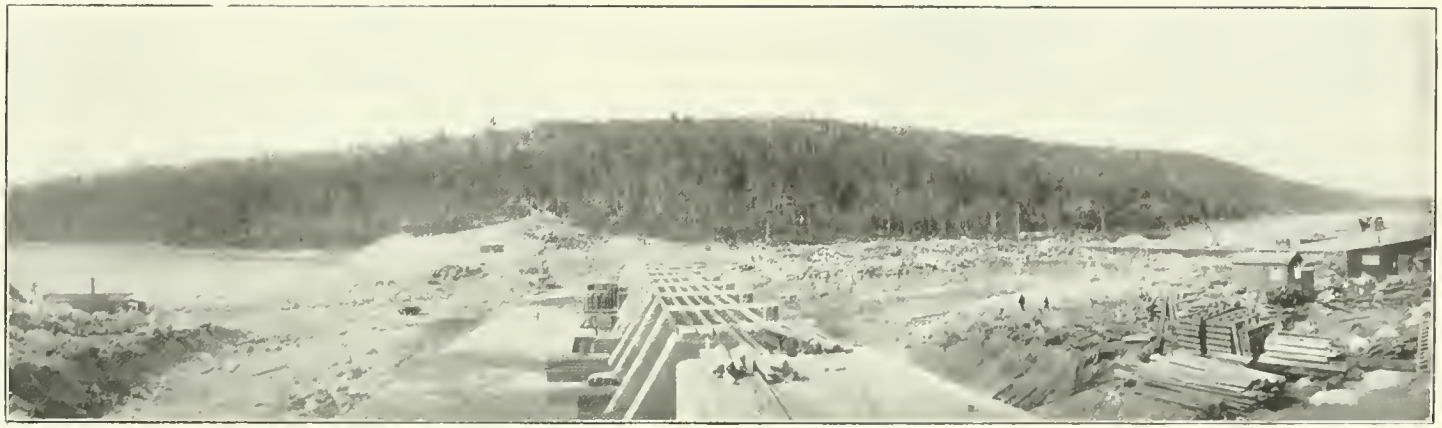
PROGRESS OF EXCAVATION.

Messrs. Kirby and Stewart visited Timiskaming in April with their manager, Mr. E. Wade, and proposed to commence getting in plant, but the water being extremely high, no construction work was attempted for some weeks. The contractor's men arrived at Timiskaming May 22 and began unloading a concrete mixer, two steam hoists and two derricks; there was, however, practically no addition to this small plant till December. On June 8, a force began clearing brush and timber on time account, as there was no contract price for the work. The first derrick was set up at the west end of the Ontario sluices July 26, and excavation by pick and shovel, with a force of thirty men, began August 4.

No. 58.—Timiskaming dam site, Ontario channel, before construction began.

No. 59.—Timiskaming storage dam, showing method of drilling boulders beneath water. Dynamite is loaded into the drill hole through a gas pipe and exploded by electric battery.

No. 60.—General view Timiskaming storage dam, Ontario channel, looking west.



No. 60A.—Timiskaring dam, Ontario side, looking west, October, 1910.

No. 603. Timiskaming dam, Ontario side, looking along upstream side, October, 1910

Inspector McCabe arrived August 5, and began measuring the boulders in accordance with the terms of the contract. By the middle of the month, the force stood at 50 men, of whom 30 were working with pick and shovel. No coffer dam was built across the Ontario channel, which could be waded by the end of August, but all excavation was entirely limited to one end of the structure. Although a second-hand cableway was delivered on the ground, it was not set up till October 11. Only $2,000 worth of work was done from end of May to end of August, when the work to be done was as follows:—

WORK TO BE DONE.

Concrete, 12,000 cubic yards, which will require 5 months.
Materials, steel and timber, easily obtainable.
Unwatering, principally Quebec channel dam, not yet begun.
Excavation, 50,000 cubic yards in the Ontario channel and say 10,000 cubic yards in the Quebec channel or 60,000 cubic yards altogether.

PROGRESS REQUIRED.

Remonstrances being made, the pick and shovel force was increased, and finally a reorganization of the work took place under the advice of Mr. J. B. McRae, consulting engineer. On October 15, we went thoroughly into the question on the ground with a view to completing the Ontario sluiceways by May, 1910. The excavation amounted to 15,000 cubic yards in the foundation and 15,000 cubic yards in outlet channel below and 20,000 cubic yards in channel above sluices.

Taking the work of a steam shovel as 100,000 yards for a season, to excavate 50,000 yards during five months, necessitated a steam excavator. One was put in operation December 17, and worked day and night during January, 1910, taking out 15,000 cubic yards. During February, 4,000 cubic yards were excavated, and in March 6,700 cubic yards.

PROGRESS OF CONCRETE.

When the reorganization of the work began in October, the ruling idea was to finish the Ontario sluiceway piers and abutments before May, or at least to have them well above flood level. The concrete for the Ontario sluices alone amounted to 6,000, but no sand nor gravel was delivered till January. A gravel pit was found about a mile below the work and a large bin with steam pipes was constructed to heat the material. Concrete was started at the west abutment and sluiceway next it on February 12. The gravel was screened at the pit to ensure 5 parts of stone to 3 parts sand, and to this, one barrel of cement (4 bags) was added and mixed by machine. Large boulders were used as displacers in the concrete, each being thoroughly steamed before laying.

The gravel, sand and water were heated to about 70° F. After laying, a steam radiator was laid on top, and covered with tarpaulin, so that all night the temperature, as recorded by self registering thermometers, was kept above freezing.

The following gives an idea of the unfortunate weather during the first week:—

1910.	Day.		Night.	
	Maximum.	Minimum.	Maximum.	Minimum.
	Deg.	Deg.	Deg.	Deg.
Feb. 5	0	16	—10	23
" 6	—13	16	—10	—20
" 7	19	—10	—12	—26
" 8	32	28	28	3
" 9	5	— 5	2	—18
" 10	3	—18	— 8	—30
" 11	17	—24	6	2
" 12	18	4	12	— 14
" 13	21	—10	20	— 13
" 14	31	17	18	— 18
" 15	1	—14	2	— 7
" 16	9	0	2	—22

It was therefore imperative to demand strict attention to our precautionary rules. A sub-inspector was obtained to watch the mixing machine, allowing the chief inspector to devote his undivided attention to the placing and covering from frost. Two other inspectors were also required to measure boulders during day and night. By the end of February, 75 feet in length of the upstream cut-off had been laid and 60 feet of trench was ready. By end of March, the platform was well started and nearly 2,000 cubic yards of concrete had been laid altogether.

The contractor's manager, Mr. McNair, who succeeded Mr. Wade, died suddenly on the last day of February and the work received a serious setback.

The expenditure on the contract to end March, 1910, was as follows:—

Excavation, 31,000 cubic yards	$15,750
Concrete, 1,900 cubic yards	16,150
Steel and materials	2,100
Total	$34,000

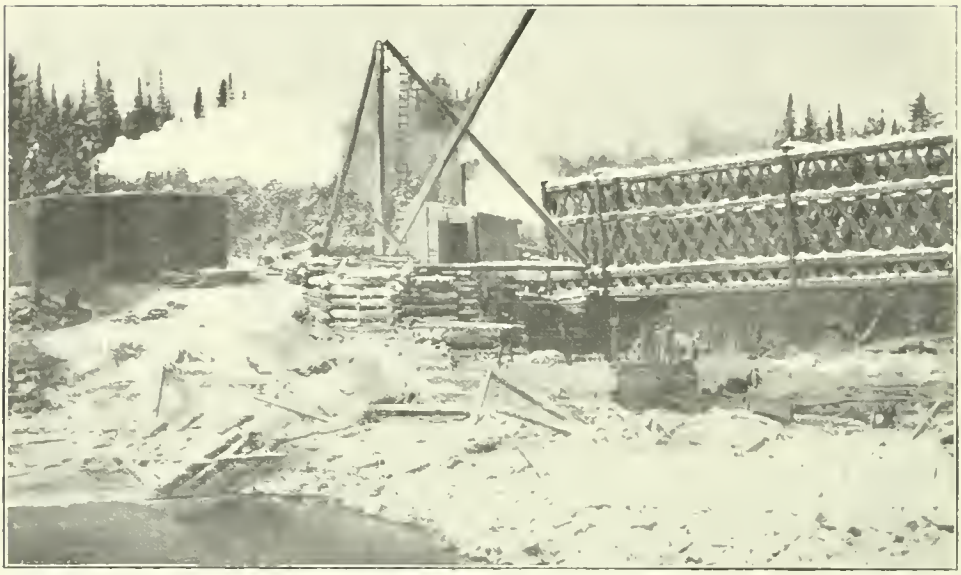
Excavation of Ontario Channel.

To press forward the excavation on the Ontario channel, the departmental dredge *Queen* was brought down from the head of the lake September 28, and began work early in October. It was clearly stated that the machine was to aid progress and in no way diminish the contractors' obligation to perform the work.

It was impossible to remove the large and tightly packed boulders without explosives, so it was arranged that Mr. Donnelly, who arrived October 6, should take full charge of the submarine drilling and explosives. By the end of the week, drilling had begun and half a ton of dynamite was on the ground. The dredge *Queen*, however, is rather light for this kind of work. Two floats were built, from which the drilling was done and from which the explosives were placed.

Each boulder was drilled, as ten-pound charges were not effective unless placed in a drill hole. The material beneath the boulders proved hard, but the dredge handled it when the surface boulders were removed. The dipper constantly turned up new ones, however, which stopped everything till the floats were placed and the stone drilled and blasted.

It took half an hour to locate a boulder, and after drilling, another half hour was consumed in moving the scow away to allow blasting.



No. 61.—Wooden lattice bridge, head of Kippewa River, and portion of wooden dam. When dam was removed it was found that the rock dipped suddenly down, necessitating a new design for the storage dam.

No. 62.—Kippewa River storage dam showing concrete abutments with supply rushing through sluiceways for the log drives in Kippewa River, May, 1909. To the right is the partly built rock-fill dam, covering and sealing the deep crevice in the river bottom.

Some of the boulders measured seven feet above the bottom and 6 x 5 feet in plan, so holes were from 2 to 5 feet in depth, and the drills did not last long on the hard granite.

Men were scarce, but two gangs were organized without taking any from the contractor's force, so the progress on the dam itself was not affected. By the middle of November, the dredge had advanced 200 feet. Owing to the great number of boulders, it was decided to continue the drilling and shooting during the winter after the dredge was laid up. At end of November, two steam drills with a boiler were set upon a scow and worked till the ice became thick enough, when they were moved onto it.

Kipawa Construction.

KIPAWA RIVER STORAGE DAM CONTRACT.

At the Kipawa river dam, preparations for work were begun by Messrs. Morrow and Beatty, in October, 1909, and a force of eight carpenters was taken up on October 26 to begin building shacks.

By the middle of November, their force was about forty men and a 30 horse-power boiler and engine, a steam derrick, a stone crusher and a 6-inch pump were upon the work. They also had a diving outfit, and by the first week in January, their cofferdam cribwork was done and the upstream sheeting started.

It is worthy of remark that the ice upon Kipawa lake was not good enough for teams during January, and if the contractors had not brought up their supplies so promptly before navigation closed, nothing could have been done till February at least.

DIFFICULTY WITH FOUNDATIONS.

The cofferdam was completed January 7, 1910, and the proposed site of the sluiceways laid dry. It then transpired that although the solid rock was in sight on both sides—distance across, 120 feet—yet it suddenly dipped away, leaving a gap 60 feet wide in mid channel.

Four test borings were made in this gap to depths of about 15 feet, without finding solid rock, which perhaps is 20 or 25 feet down. The material bored through was loose rock and gravel full of water and entirely unfit for a foundation. The removal of this wet material would have been an uncertain undertaking, and the cofferdam, then so satisfactory, might have been destroyed during the freshets.

It, therefore, seemed better to move the structure on to the unquestioned solid rock.

The first design was for three sluices, because stoplogs were the most economical method of filling up the width of the channel. The two wooden sluices in existence did all that was necessary during last year, which was a very high one, so the new design was made for only two openings.

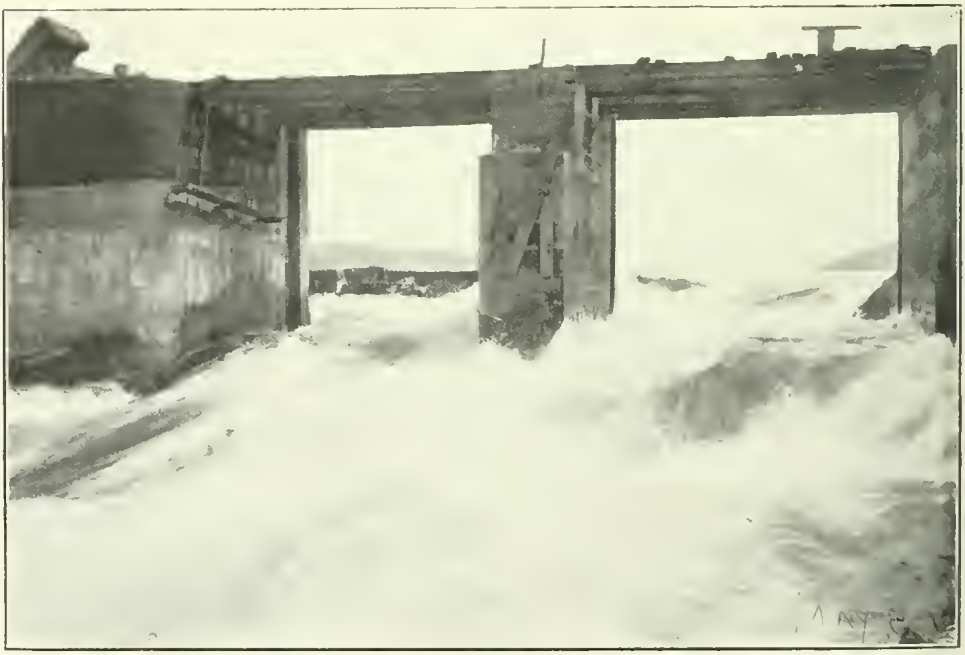
The old channel was closed by a rock fill embankment made from the excavation for the sluiceways. This change increased the cost from $25,000 to $40,000.

PROGRESS OF EXCAVATION.

Rock work was started with promptness on the new design, the embankment being made up of the excavation. By the end of March, the foundation was advanced far enough to begin the structure, 3,300 cubic yards of rock having been excavated.

Mr. Beatty, resident partner on the work, was severely injured by the fall of a rock from the derrick hooks, but happily he has quite recovered.

No. 63 - Storage dam at head of Kipawa River, showing rock cutting in which sluiceways were built securing solid foundation. The concrete mixer is set on bridge and derrick delivers materials to it.



No. 64.—Storage dam at head of Kipawa River; water passing to supply log drive. Both sluices are closed with stop logs.

The expenditure on this contract to end March was as follows:—

Rock excavation, 3,300 cubic yards	$ 8,200
Unwatering, bulk sum	5,200
Steel and materials	2,600
Total	$16,000

Gauges Ottawa River and Tributaries.

EXPLANATION OF TABLES.

The following tables embrace all records of the water surface fluctuations in the Ottawa basin, which have been gathered since the commencement of the Georgian Bay Canal Survey. These are presented in elevations above sea level as determined by the Department of Public Works (1904 to 1907), see Report on Precise Levelling, 1908.

Quinze lake, Timiskaming lake and Kipawa lake have since been joined by ordinary levels to these Canadian bench marks and several tributaries have also been connected, but in some cases the actual reading of the gauges alone can be given as levels have not yet been run.

The records at the various canal locks have been furnished by the Department of Railways and Canals and other records have been kindly given by Mr. C. H. Keefer, Mr. J. B. McRae, Mr. J. R. Booth, Mr. H. Bronson, The Eddy Co., and others.

ELEVATIONS of Quinze lake at Douglas Farm, Que., during 1909.

TABLE No. 1.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						.....	857·65	856·65	855·95	855·90	856·35	855·90
2						.....	857·55	856·55	856·05	855·90	856·30	855·90
3						860·05	857·45	856·65	.....	855·90	856·25	855·90
4						860·05	.....	856·75	856·05	855·90	856·30	855·90
5						859·95	857·15	856·75	856·15	855·90	856·30	855·85
6						859·75	857·30	856·75	856·20	855·90	856·30	855·85
7						859·65	857·05	856·70	856·30	855·90	.....	855·80
8						859·60	856·95	856·65	856·40	855·90	856·25	855·80
9						859·55	856·90	856·55	856·40	855·90	856·30	855·75
10						859·50	856·75	856·45	856·45	855·95	856·30	855·75
11						859·35	856·70	856·40	856·40	855·95	856·30	855·65
12						859·35	856·65	856·35	856·35	855·95	856·30	855·65
13						859·25	856·55	856·35	856·30	856·05	856·30	855·65
14						859·25	856·45	856·30	856·25	856·05	856·25	855·65
15						859·25	856·30	856·25	856·15	856·15	856·25	855·65
16						859·10	856·20	856·25	856·05	856·20	856·30	855·75
17						859·05	856·15	856·25	856·05	856·25	856·15	855·75
18						858·95	856·15	856·20	856·00	856·30	856·10	855·75
19						858·85	856·15	856·20	855·95	856·40	856·05	855·70
20						858·75	856·15	856·15	855·95	856·40	856·00	855·65
21						858·65	856·15	856·20	855·95	856·40	856·00	855·65
22						858·55	856·15	856·15	855·95	856·40	856·00	855·65
23						858·55	856·15	856·15	855·90	856·40	856·00	855·70
24						858·45	856·15	856·15	855·90	856·35	856·00	855·70
25						858·45	856·15	856·15	855·90	856·30	855·95	855·60
26						858·35	856·15	856·15	855·90	856·25	855·90	855·60
27						858·25	856·35	856·15	855·90	856·25	855·90	855·60
28						858·25	856·45	856·05	855·90	856·30	855·90	855·60
29						858·05	856·55	856·05	855·90	856·30	855·90	855·55
30						857·85	856·75	856·00	855·90	856·30	855·90	855·50
31						.....	856·75	855·95	.....	856·30	.....	855·50

ELEVATIONS of Quinze lake at Douglas Farm, Que., during 1910.

TABLE No. 2.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	855·50	854·85	854·40									
2	855·45	854·85	854·40									
3	855·40	854·80	854·35									
4	855·35	854·80	854·30									
5	855·30	854·80	854·30									
6	855·30	854·75	854·35									
7	855·25	854·75	854·40									
8	855·25	854·75	854·40									
9	855·25	854·75	854·40									
10	855·25	854·75	854·40									
11	855·20	854·70	854·40									
12	855·15	854·70	854·40									
13	855·15	854·70	854·40									
14	855·15	854·65	854·40									
15	855·15	854·65	854·40									
16	855·15	854·65	854·40									
17	855·15	854·60	854·40									
18	855·15	854·60	854·40									
19	855·15	854·55	854·40									
20	855·10	854·55	854·40									
21	855·10	854·55	854·40									
22	855·00	854·50	854·40									
23	855·00	854·50	854·40									
24	855·00	854·50	854·40									
25	854·95	854·50	854·40									
26	854·95	854·45	854·40									
27	854·90	854·45	854·40									
28	854·90	854·40	854·40									
29	854·90	.....	854·45									
30	854·90	.....	854·55									
31	854·90	.....	854·65									

SESSIONAL PAPER No. 19a

Elevations of Lake Timiskaming at Haileybury, Ont., during 1906.

Table No. 3.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1							585·00	580·50	577·80	576·00	576·25	577·10
2							584·80	580·40	577·80	576·00	576·45	577·10
3							584·60	580·20	577·70	576·00	576·55	577·10
4							584·60	580·20	577·60	576·00	576·65	577·10
5							584·40	580·20	577·60	576·00	576·65	577·10
6							584·10	580·00	577·50	575·90	576·65	577·00
7							583·90	579·90	577·50	575·90	576·65	577·00
8							583·60	579·80	577·40	575·80	576·75	577·00
9							583·50	579·80	577·40	575·80	576·75	.....
10							583·50	579·70	577·40	575·80	576·80	.....
11							583·20	579·60	577·40	575·80	576·80	.....
12							582·90	579·60	577·30	575·75	576·90	.....
13							582·50	579·40	577·30	575·75	576·90	.....
14							582·40	579·40	577·20	575·75	577·00	.....
15							582·20	579·30	576·60	575·70	577·00	.....
16							581·80	579·10	576·50	575·70	577·00	.....
17							581·60	579·10	576·50	575·70	577·00	.....
18							581·60	579·00	576·40	575·70	577·00	.....
19							581·50	579·00	576·30	575·70	577·00	.....
20							581·40	578·90	576·20	575·70	577·00	.....
21							581·40	578·80	576·20	575·70	577·00	.....
22							581·20	578·50	576·20	575·70	577·00	.....
23							581·20	578·40	576·20	575·70	577·10	.....
24							581·00	578·30	576·20	575·70	577·10	.....
25							581·00	578·20	576·10	575·70	577·10	.....
26							580·90	578·20	576·10	575·70	577·10	.....
27							580·60	578·10	576·00	575·70	577·10	.....
28							580·50	578·10	576·00	575·75	577·10	.....
29							580·50	578·00	576·00	575·85	577·10	.....
30							580·40	578·00	576·00	576·15	577·10	.....
31							580·40	577·90	.....	576·15	.....	.....

Elevations of Lake Timiskaming at Haileybury, Ont., during 1907.

Table No. 4.

Day of the Month.	Jan.	Feb	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					577·60	588·30	586·40	582·10	579·30	582·00	581·70	580·20
2					577·80	588·30	586·50	582·00	.....	582·00	581·60	580·10
3					578·00	588·20	586·50	581·90	.....	581·90	581·55	579·95
4					578·20	588·10	586·30	581·80	.....	581·90	581·50	579·90
5					578·45	588·10	586·10	581·70	579·10	581·95	581·45	579·80
6					578·55	588·10	585·90	581·65	579·00	581·90	581·40	579·70
7					578·70	588·05	585·70	581·60	579·00	581·90	581·40	579·70
8					579·00	587·90	585·55	581·50	578·90	581·80	581·40	579·75
9					579·30	587·80	585·30	581·45	578·95	581·75	581·40	579·70
10					579·60	587·70	585·20	581·40	578·95	581·80	581·30	579·70
11					579·90	587·65	585·05	581·30	579·00	581·90	581·30	579·80
12					580·10	587·55	584·90	581·20	579·05	581·95	581·25	579·70
13					580·50	587·55	584·60	581·05	579·10	582·00	581·20	579·70
14					581·10	587·45	584·50	580·90	579·50	582·10	581·10	579·70
15					581·80	587·40	584·30	580·85	579·45	582·20	581·00	579·80
16					582·50	587·35	584·10	580·80	579·70	582·30	581·00	579·90
17					583·20	587·30	584·00	580·70	580·20	582·40	580·90	579·85
18					584·00	587·05	583·80	580·60	580·40	582·45	580·80	579·70
19				576·55	584·60	586·90	583·70	580·50	580·80	582·50	580·70	579·60
20				576·55	585·10	586·60	583·50	580·40	581·05	582·50	580·60	579·60
21				576·60	585·70	586·30	583·30	580·30	581·20	582·45	580·60	579·50
22				576·80	586·30	586·20	583·20	580·20	581·40	582·40	580·65	579·60
23				576·90	586·50	586·10	583·10	580·10	581·70	582·35	580·65	579·50
24				577·00	586·70	586·15	583·05	580·05	581·80	582·30	580·70	579·40
25				577·05	586·90	586·05	582·90	579·90	582·00	582·20	580·70	579·30
26				577·10	587·05	586·10	582·70	579·80	.....	582·15	580·70	579·20
27				577·20	587·15	586·20	582·30	579·70	.....	582·10	580·60	579·20
28				577·30	587·30	586·20	582·40	579·60	.....	582·00	580·50	579·20
29				577·40	587·55	586·20	582·30	579·50	582·10	582·00	580·40	579·30
30				.....	588·00	586·30	582·20	579·40	582·00	581·90	580·30	579·30
31				.....	588·30	.....	582·15	579·35	.....	581·80	.....	579·30

ELEVATIONS of Lake Timiskaming at Haileybury, Ont., during 1908.

TABLE No. 5.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	579·20	577·90	576·85	576·80	581·30	590·20	586·30	.....	.....	.....	.....	.....
2	579·10	577·80	576·90	576·70	581·60	590·30	586·05	.....	.....	.....	.....	.....
3	579·00	577·80	576·85	576·55	582·05	590·35	.....	.....	.....	.....	.....	.....
4	579·00	577·80	576·85	576·40	582·30	590·40	.....	.....	.....	.....	.....	.....
5	578·90	577·75	576·80	576·40	582·65	590·40	.....	.....	.....	.....	.....	.....
6	578·90	577·75	576·80	576·40	583·10	590·40	.....	.....	.....	.....	.....	.....
7	578·85	577·70	576·80	576·40	583·30	590·30	.....	.....	.....	.....	.....	.....
8	578·80	577·65	576·80	576·40	584·20	590·20	.....	.....	.....	.....	.....	.....
9	578·70	577·70	576·75	576·40	585·10	590·10	.....	.....	.....	.....	.....	.....
10	578·65	577·70	576·70	576·35	585·60	590·00	.....	.....	.....	.....	.....	.....
11	578·60	577·60	576·75	576·40	586·20	589·90	.....	.....	.....	.....	.....	.....
12	578·60	577·60	576·70	576·45	586·80	589·80	.....	.....	.....	.....	.....	.....
13	578·55	577·50	576·70	576·55	587·40	589·70	.....	.....	.....	.....	.....	.....
14	578·50	577·45	576·65	576·55	587·80	589·60	.....	.....	.....	.....	.....	.....
15	578·50	577·30	576·65	576·55	588·20	589·40	.....	.....	.....	.....	.....	.....
16	578·40	577·20	576·65	576·55	588·40	589·30	.....	.....	.....	.....	.....	.....
17	578·40	577·20	576·65	576·80	588·60	589·20	.....	.....	.....	.....	.....	.....
18	578·40	577·15	576·60	576·80	588·85	589·10	.....	.....	.....	.....	.....	.....
19	578·30	577·10	576·60	576·80	589·00	589·00	.....	.....	.....	.....	.....	.....
20	578·25	577·10	576·70	576·90	589·15	588·80	.....	.....	.....	.....	.....	.....
21	578·20	577·10	576·75	577·00	589·20	588·50	.....	.....	.....	.....	.....	.....
22	578·20	577·05	576·75	577·10	589·25	588·40	.....	.....	.....	.....	.....	.....
23	578·15	577·05	576·90	577·10	589·30	588·25	.....	.....	.....	.....	.....	.....
24	.....	577·00	576·90	577·40	589·40	588·05	.....	.....	.....	.....	.....	.....
25	.....	577·00	576·90	578·00	589·50	588·00	.....	.....	.....	.....	.....	.....
26	.....	576·95	576·85	578·50	589·55	587·60	.....	.....	.....	.....	.....	.....
27	.....	576·85	576·85	579·00	589·60	587·30	.....	.....	.....	.....	.....	.....
28	.....	576·90	576·90	579·55	589·65	587·10	.....	.....	.....	.....	.....	.....
29	.....	576·90	576·95	580·20	589·70	586·80	.....	.....	.....	.....	.....	.....
30	.....	.....	577·00	580·70	589·80	586·55	.....	.....	.....	.....	.....	.....
31	577·90	.....	576·90	.....	590·10	.....	.....	.....	.....	.....	.....	.....

ELEVATIONS of Lake Timiskaming at Haileybury, Ont., during 1909.

TABLE No. 6.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	577·40	576·95	576·50	576·65	581·80	593·10	.....	582·45	581·00	580·90	581·20	580·45
2	577·40	576·95	576·45	576·50	582·00	592·75	586·20	582·50	.....	581·35	581·20	580·40
3	577·35	576·90	576·45	576·60	582·10	592·55	.....	582·50	581·10	580·80	581·20	580·40
4	577·35	576·90	576·50	576·60	582·30	592·40	585·80	582·50	581·15	580·80	581·30	580·40
5	577·35	576·90	576·50	576·60	582·40	.....	585·60	582·50	581·15	580·80	581·30	580·40
6	577·30	576·85	576·45	576·65	582·60	591·80	585·40	582·45	581·20	580·80	581·35	580·40
7	577·30	576·85	576·50	576·65	582·80	591·50	585·20	582·40	581·20	580·80	581·35	580·35
8	577·25	576·85	576·45	576·70	583·30	591·35	585·00	582·30	581·25	581·25	581·45	580·30
9	577·25	576·85	576·40	576·70	583·80	591·10	584·80	.....	581·25	581·35	581·20	580·30
10	577·20	576·85	576·50	.....	584·20	590·85	584·60	.....	581·25	580·70	581·35	580·20
11	577·15	576·80	576·50	.....	584·70	590·60	584·40	582·30	581·20	580·70	581·15	580·15
12	577·15	576·80	576·50	.....	585·30	590·40	584·20	.....	581·25	580·70	581·10	580·15
13	577·15	576·80	576·50	.....	585·75	.....	.....	582·00	581·25	581·25	581·10	580·20
14	577·10	576·75	576·55	577·50	586·30	589·90	583·85	581·95	581·25	580·80	581·15	580·20
15	577·10	576·75	576·55	577·60	586·90	589·70	583·70	581·90	581·25	581·25	581·00	580·20
16	577·10	576·80	576·55	578·15	587·50	589·50	583·60	581·80	581·20	580·90	581·00	580·25
17	577·05	576·75	576·55	578·30	588·40	589·30	583·50	581·75	581·20	581·00	581·00	580·25
18	577·05	576·70	576·50	578·50	589·00	.....	.....	581·70	581·10	581·00	581·35	580·10
19	577·05	576·70	576·55	578·70	589·80	588·90	583·30	581·70	581·10	581·00	581·15	580·00
20	577·00	576·65	576·55	578·90	590·50	588·75	583·00	581·65	581·05	581·00	580·90	579·95
21	577·00	576·65	576·50	579·00	591·10	588·60	582·95	581·60	581·00	581·00	581·15	579·90
22	577·00	576·65	576·50	579·30	591·55	588·50	582·85	581·60	581·10	581·00	580·80	579·85
23	577·00	576·60	576·50	579·70	592·20	588·35	.....	581·50	581·10	581·10	581·15	579·85
24	577·00	576·60	576·50	580·00	592·55	588·20	.....	581·40	580·95	581·20	581·35	579·70
25	577·00	576·65	576·50	580·35	593·30	588·10	582·60	581·35	580·90	581·25	580·70	579·70
26	577·05	576·60	576·55	580·60	593·50	587·80	582·50	581·30	580·80	581·30	580·70	579·65
27	577·00	576·55	576·55	580·85	593·70	587·60	582·45	581·30	581·25	581·35	580·60	579·60
28	576·95	576·55	576·60	581·10	593·75	587·30	582·50	581·25	581·35	581·15	580·60	579·60
29	576·95	.....	576·60	581·35	593·75	587·10	582·45	.....	580·70	581·35	581·15	579·55
30	576·95	.....	576·60	581·50	593·75	586·90	582·40	581·00	580·80	581·20	580·50	579·50
31	576·95	.....	576·65	.....	593·60	.....	582·40	581·00	.....	581·20	.....	579·50

SESSIONAL PAPER No. 19a

ELEVATIONS of Lake Timiskaming at Haileybury, Ont., during 1910.

TABLE No. 7.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	579·45	577·85	577·05									
2	579·40	577·80	577·05									
3	579·30	577·75	577·00									
4	579·20	577·70	576·95									
5	579·10	577·65	576·90									
6	579·05	577·60	576·90									
7	579·00	577·60	576·90									
8	578·90	577·55	576·85									
9	578·80	577·50	576·85									
10	578·80	577·50	576·85									
11	578·75	577·45	576·80									
12	578·70	577·40	576·85									
13	578·65	577·40	576·85									
14	578·50	577·40	576·80									
15	578·50	577·35	576·80									
16	578·40	577·30	576·75									
17	578·45	.....	576·75									
18	578·40	.....	576·80									
19	578·40	577·25	576·80									
20	578·35	577·25	576·80									
21	578·20	577·20	576·80									
22	578·20	577·20	576·80									
23	578·15	577·15	576·80									
24	578·15	577·15	576·80									
25	578·10	577·10	576·85									
26	578·10	577·10	576·90									
27	578·05	577·10	577·00									
28	578·00	577·10	577·10									
29	578·00	.....	577·30									
30	577·90	.....	577·40									
31	577·85	.....	577·75									

ELEVATIONS of Montreal river at Latchford, Ont., during 1909.

TABLE No. 8.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1								895·80	895·25	895·75	896·05	896·10
2								895·75	895·35	895·75	896·05	896·15
3								895·75	895·45	895·80	896·05	896·15
4								895·70	895·60	895·90	896·05	896·10
5								895·65	895·65	895·90	896·00	896·10
6								895·60	895·75	896·10	896·05	896·10
7								895·60	895·75	896·25	896·05	96·15
8								895·60	895·75	896·25	896·05	896·15
9								895·50	895·80	896·30	896·05	896·20
10								895·40	895·80	896·35	896·05	896·20
11								895·35	895·80	896·40	896·10	896·30
12								895·30	895·80	896·30	896·10	896·35
13								895·35	895·75	896·30	896·10	896·35
14								895·15	895·75	896·25	896·05	896·40
15								895·15	895·75	896·20	896·05	896·35
16								895·15	895·70	896·10	896·10	896·35
17								895·15	895·70	896·05	896·10	896·35
18								895·15	895·70	896·05	895·90	896·30
19							896·20	895·15	895·70	896·15	895·90	896·30
20							896·20	895·15	895·70	896·15	895·90	896·30
21							896·15	895·15	895·70	896·05	895·90	896·25
22							896·15	895·15	895·70	896·00	896·15	896·30
23							896·00	895·15	895·75	895·95	896·10	896·30
24							896·00	895·15	895·75	895·95	896·10	896·30
25							895·95	895·20	895·80	896·00	896·10	896·25
26							895·95	895·20	895·80	896·05	896·15	896·25
27							895·95	895·25	895·75	896·05	896·15	896·25
28							895·90	895·25	895·75	896·05	896·10	896·25
29							895·90	895·20	895·70	896·05	896·10	896·30
30							895·85	895·20	895·70	896·00	896·10	896·30
31							895·85	895·20	.....	896·05	.....	896·25

ELEVATIONS of Montreal river at Latchford, Ont., during 1910.

TABLE No. 9.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	896·25	895·40	895·10									
2	896·20	895·40	895·10									
3	896·25	895·30	895·20									
4	896·25	895·30	895·20									
5	896·20	895·30	895·20									
6	896·20	895·40	895·30									
7	896·20	895·40	895·40									
8	896·15	895·40	895·50									
9	896·10	895·30	895·60									
10	896·00	895·30	895·70									
11	896·00	895·30	895·80									
12	895·90	895·30	895·80									
13	895·85	895·30	895·90									
14	895·80	895·30	896·10									
15	895·80	895·30	896·40									
16	895·80	895·30	896·80									
17	895·75	895·20	897·00									
18	895·75	895·20	897·30									
19	895·70	895·20	897·70									
20	895·70	895·20	897·80									
21	895·60	895·20	897·90									
22	895·60	895·20	897·90									
23	895·60	895·20	898·00									
24	895·60	895·10	898·00									
25	895·50	895·10	898·10									
26	895·50	895·10	898·10									
27	895·50	895·10	898·20									
28	895·50	895·10	898·20									
29	895·40	.....	898·30									
30	895·40	.....	898·40									
31	895·40	.....	898·60									

ELEVATIONS of Lake Kipawa at Kipawa village, Que., during 1909.

TABLE No. 10.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						882·60	.....	878·40	877·05	875·40	874·65	875·25
2						.....	880·50	878·35	876·80	875·35	874·65	.....
3						.....	880·50	878·30	876·80	875·30	874·65	875·30
4						.....	880·30	878·25	876·80	875·25	874·65	.....
5						.....	880·20	878·20	876·80	875·20	874·65	875·30
6						.....	880·10	878·20	876·65	875·10	874·60	.....
7						.....	880·05	878·10	876·70	875·10	874·60	875·40
8						882·90	879·90	878·00	876·65	875·00	874·60	.....
9						.....	879·75	878·00	876·55	875·00	874·65	875·50
10						.....	879·60	878·00	876·55	874·95	874·65	.....
11						.....	879·50	877·90	876·50	874·90	874·65	875·55
12						.....	879·45	877·80	876·45	874·85	874·70	.....
13						.....	879·35	877·70	876·40	874·85	874·75	875·60
14						.....	879·25	877·60	876·35	874·85	874·75	.....
15						882·50	879·10	877·60	876·30	874·85	874·80	875·65
16						.....	879·00	877·60	876·25	874·85	874·80	.....
17						.....	878·90	877·60	876·25	874·80	874·85	875·70
18						.....	878·95	877·50	876·15	874·80	874·90	.....
19						.....	878·80	877·50	876·10	874·80	874·90	.....
20						.....	878·70	877·45	876·00	874·75	874·90	.....
21						.....	878·50	877·35	875·95	874·75	875·00	.....
22						881·60	878·50	877·30	875·90	874·80	875·10	.....
23						.....	878·60	877·30	875·85	874·80	.....	.....
24						.....	878·60	877·10	875·80	874·75	.....	.....
25						.....	878·55	877·10	875·80	874·70	.....	.....
26						.....	878·50	877·10	875·70	874·70	.....	.....
27						.....	878·45	877·00	875·65	874·70	875·15	.....
28						.....	878·45	876·96	875·55	874·70	.....	.....
29						.....	878·40	876·90	875·55	874·70	875·20	.....
30						.....	878·45	876·85	875·50	874·65	.....	.....
31						.....	878·45	876·80	.....	874·65	.....	.....

SESSIONAL PAPER No. 19a

ELEVATIONS of Lake Kipawa at Kipawa village, Que., during 1910.

TABLE No. 11.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	876·45	876·80	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	.....	876·50	876·80	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	.....	876·50	876·80	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	.....	876·50	876·80	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	.....	876·55	876·80	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	.....	876·55	876·80	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	.....	876·55	876·80	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	.....	876·60	876·85	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	.....	876·60	876·85	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	.....	876·60	876·85	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	.....	876·60	876·85	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	.....	876·60	876·85	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	.....	876·65	876·90	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	.....	876·65	876·90	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	876·10	876·65	876·90	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	.....	876·70	876·90	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	876·10	876·70	876·90	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	876·20	876·70	876·90	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	876·20	876·70	876·90	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	876·20	876·70	876·90	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	876·20	876·70	876·95	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	876·30	876·70	876·95	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	876·30	876·75	876·90	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	876·30	876·75	877·00	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	876·35	876·75	877·00	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	876·35	876·75	877·00	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	876·40	876·80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28	876·40	876·80	877·00	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	876·40	.....	877·00	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	876·45	.....	877·10	.....	.....	.....	.....	.....	.....	.....	.....	.....
31	876·45	.....	877·15	.....	.....	.....	.....	.....	.....	.....	.....	.....

ELEVATIONS of Lake Timiskaming, head of Long Sault rapids at Timiskaming, Que., during 1909.

TABLE No. 12.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	577·15	576·70	576·25	576·40	581·45	591·35	585·95	582·25	581·15	580·60	580·80	580·20
2	577·15	576·70	576·20	576·45	581·70	591·25	585·70	582·20	580·95	580·60	580·85	580·15
3	577·15	576·50	576·20	576·40	581·80	591·05	585·55	582·15	580·85	580·60	580·90	580·10
4	577·15	576·50	576·25	576·40	581·90	590·80	585·25	582·15	580·90	580·55	580·95	580·10
5	577·15	576·50	576·25	576·40	582·25	590·75	585·00	582·15	580·90	580·55	580·95	580·10
6	577·05	576·60	576·20	576·50	582·25	590·40	584·85	582·10	580·85	580·50	581·00	580·00
7	577·05	576·60	576·25	576·50	582·55	590·20	584·70	582·10	580·90	580·50	580·90	580·10
8	577·00	576·60	576·20	576·65	582·95	589·95	584·45	582·00	580·90	580·50	581·00	580·10
9	577·00	576·60	576·20	576·80	583·45	589·90	584·35	582·00	580·95	580·50	580·95	580·10
10	576·95	576·60	576·25	577·00	584·00	589·65	584·00	582·00	580·95	580·45	580·70	580·10
11	576·90	576·65	576·25	576·95	584·30	589·40	583·90	581·90	581·10	580·40	580·75	579·80
12	576·90	576·65	576·25	577·00	584·80	589·20	583·70	581·80	580·95	580·45	580·70	580·05
13	576·90	576·65	576·25	577·30	585·30	589·05	583·60	581·80	580·90	580·45	580·70	579·80
14	576·85	576·50	576·30	577·60	585·90	588·85	583·40	581·70	580·90	580·50	580·80	579·90
15	576·85	576·50	576·30	577·85	586·40	588·65	583·25	581·65	581·00	580·55	580·70	579·90
16	576·85	576·65	576·30	578·00	586·90	588·45	583·15	581·60	580·90	580·60	580·65	579·85
17	576·80	576·50	576·30	578·20	587·65	588·30	583·00	581·55	580·95	580·65	580·60	579·85
18	576·80	576·45	576·25	578·35	588·40	588·10	583·00	581·55	580·90	580·70	580·60	579·80
19	576·80	576·45	576·30	578·50	589·00	587·95	582·85	581·55	580·75	580·75	580·55	579·65
20	576·75	576·40	576·30	578·70	589·55	587·80	582·55	581·50	580·75	580·80	580·50	579·60
21	576·75	576·40	576·25	578·90	590·00	587·70	582·40	581·45	580·60	580·85	580·50	579·70
22	576·75	576·40	576·25	579·25	590·40	587·50	582·40	581·40	580·55	580·90	580·45	579·65
23	576·75	576·35	576·25	579·50	590·85	587·40	582·55	581·20	580·70	581·00	580·40	579·60
24	576·75	576·35	576·25	579·90	591·20	587·25	582·55	581·10	580·70	580·90	580·40	579·60
25	576·75	576·40	576·25	580·25	591·40	587·15	582·10	581·20	580·55	580·90	580·40	579·50
26	576·80	576·35	576·30	580·40	591·50	587·05	582·10	581·25	580·40	580·95	580·30	579·50
27	576·75	576·30	576·30	580·80	591·65	586·75	582·05	580·95	580·80	580·95	580·25	579·50
28	576·70	576·30	576·35	580·90	591·70	586·70	582·10	581·00	580·65	581·10	580·20	579·45
29	576·70	.....	576·35	581·15	591·70	586·35	582·15	581·10	580·50	581·05	580·20	579·30
30	576·70	.....	576·35	581·30	591·60	586·25	582·25	580·80	580·60	580·80	580·10	579·30
31	576·70	.....	576·40	.....	591·55	.....	582·20	580·60	.....	580·80	.....	579·20

ELEVATIONS of Lake Timiskaming, head of Long Sault rapids at Timiskaming, Que., during 1910.

TABLE No. 13.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec
1			576·75									
2			576·70									
3			576·70									
4			576·65									
5												
6												
7		577·35	576·60									
8			576·60									
9		577·45	576·60									
10	578·60		576·60									
11			576·55									
12												
13												
14			576·60									
15												
16	578·25		576·55									
17			576·50									
18		577·10	576·45									
19	578·15		576·40									
20												
21			576·40									
22			576·55									
23		576·90	576·45									
24			576·40									
25		576·75	576·55									
26			576·65									
27	577·75											
28			576·75									
29			576·95									
30			577·25									
31			577·45									

ELEVATIONS of Ottawa river, at Mattawa, Ont., during 1906.

TABLE No. 14.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					498·90	500·45	498·80	495·55				
2					499·30	500·40	498·60	495·50				
3					499·65	500·50	498·45	495·45				
4					499·90	500·55	498·25	495·35				
5					500·25	500·60	498·10	495·30				
6					500·60	500·65	498·00	495·25				
7					500·95	500·75	497·90	495·20				
8					501·25	500·85	497·80	495·00				
9					501·45	500·90	497·70	494·95				
10					501·50	501·00	497·60	494·95				
11					501·45	501·05	497·50	494·90				
12					501·50	501·15	497·40					
13						501·20	497·25					
14						501·30	497·10					
15						501·35	496·95					
16						501·40	497·00					
17						501·45	496·95					
18						501·55	496·80					
19						501·60	496·70					
20					501·45	501·65	496·60					
21					501·20	501·60	496·50					
22					501·10	501·25	496·40					
23					501·05	500·80	496·30					
24					501·00	500·45	496·20					
25					501·00	499·80	496·10					
26					500·90	499·65	496·10					
27					500·80	499·45	495·95					
28					500·75	499·15	495·85					
29					500·65	499·25	495·75					
30				498·40	500·65	499·10	495·70					
31					500·50		495·65					

Elevations of Ottawa river, at Mattawa, Ont., during 1908.

Table No. 15.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						503·85						
2						504·00						
3						503·95						
4						504·00						
5						503·95						
6												
7												
8												
9					499·20							
10												
11					500·20							
12					501·50							
13					502·00							
14					502·10	502·85						
15					502·30	502·85						
16					502·40	502·75						
17					502·30	502·50						
18					502·50	502·20						
19					502·55	501·95						
20					502·70							
21					502·80							
22					502·80							
23					502·85							
24					502·90	501·05						
25					503·00	500·85						
26					503·00	500·60						
27					503·15							
28					503·15							
29					503·20							
30					503·35							
31					503·75							

Elevations of Ottawa river, at Mattawa, Ont., during 1909.

Table No. 16.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					497·20	507·00	499·70	496·65	496·00	495·65	496·50	495·80
2					497·30	506·80	499·70	496·65	496·00	495·65	496·55	495·75
3					497·50	506·60	499·50	496·65	496·00	495·65	496·55	495·75
4					497·60	506·20	499·30	496·65	496·00	495·60	496·55	495·75
5					497·70	506·10	499·00	496·65	496·00	495·55	496·60	495·75
6					497·80	505·80	498·90	496·65	496·00	495·55	496·60	495·70
7					497·90	505·40	498·70	496·65	496·00	495·50	496·55	495·65
8					497·90	505·15	498·50	496·65	496·00	495·50	496·50	495·65
9					498·10	504·95	498·30	496·65	496·10	495·45	496·50	495·60
10					499·10	504·50	498·00	496·70	496·10	495·50	496·45	495·60
11				494·00	499·40	504·10	498·10	496·50	496·15	495·50	496·40	495·60
12				494·30	499·80	504·00	498·00	496·40	496·10	495·55	496·40	495·60
13				494·40	500·10	503·70	497·80	496·30	496·10	495·55	496·30	495·50
14				494·60	500·50	503·50	497·60	496·20	496·00	495·60	496·20	495·50
15				494·70	501·00	503·10	497·30	496·25	495·90	495·60	496·10	495·50
16				494·90	501·60	502·90	497·20	496·25	495·80	495·65	495·90	495·50
17				495·00	502·60	502·70	497·05	496·30	495·80	495·70	495·90	495·50
18				495·30	502·80	502·50	497·00	496·30	496·00	495·70	495·80	495·40
19				495·60	504·00	502·30	496·90	496·30	496·00	495·75	495·85	495·45
20				495·70	504·60	502·10	496·80	496·30	496·00	495·75	495·85	495·45
21				495·80	505·30	501·90	496·80	496·30	496·00	495·80	495·80	495·40
22				495·90	505·90	501·60	496·70	496·20	495·90	495·80	495·80	495·40
23				496·00		501·40	496·70	496·20	495·85	495·85	495·85	495·35
24				496·10	506·30	501·20	496·70	496·15	495·80	495·90	495·85	495·30
25				496·70	507·00	500·90	496·60	496·10	495·80	496·00	495·90	495·35
26				496·80	507·15	500·70	496·90	496·00	495·80	496·10	495·90	495·25
27				496·80	507·30	500·30	496·90	496·00	495·75	496·20	495·90	495·20
28				496·90	507·40	500·10	496·85	496·00	495·75	496·30	495·95	495·20
29				496·90	507·30	499·90	496·70	496·00	495·70	496·40	495·90	495·20
30				497·00	507·50	499·80	496·65	496·00	495·70	496·45	495·85	495·20
31							496·60	495·90		496·45		494·90

Elevations of Ottawa river, at Mattawa, Ont., during 1910.

Table No. 17.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	494·85	492·80	492·55									
2	494·80	492·80	492·55									
3	494·75	492·80	492·55									
4	494·60	492·75	492·55									
5	494·60	492·75	492·55									
6	494·60	492·75	492·55									
7	494·55	492·75	492·55									
8	494·55	492·75	492·55									
9	494·40	492·70	492·55									
10	494·45	492·70	492·55									
11	494·35	492·70	492·55									
12	494·35	492·70	492·55									
13	494·35	492·65	492·55									
14	494·30	492·65	492·55									
15	494·20	492·65	492·55									
16	494·20	492·60	492·55									
17	494·15	492·60	492·55									
18	494·15	492·60	492·55									
19	494·15	492·55	492·60									
20	494·10	492·55	492·65									
21	494·10	492·55	492·80									
22	492·95	492·55	492·90									
23	492·90	492·55	493·00									
24	492·90	492·55	493·10									
25	492·85	492·55	493·10									
26	492·85	492·55	493·20									
27	492·85	492·55	493·30									
28	492·80	492·55	493·40									
29	492·80		493·50									
30	492·80		493·60									
31	492·80		493·70									

Elevations of Turtle lake (Mattawa river) at eastern end, during 1905.

Table No. 18.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1				663·45	665·20	665·60	665·20	663·65	662·65		663·25	663·15
2					665·20	665·70		663·65	662·65	662·65	663·25	663·15
3				663·65	665·25	665·70	665·05	663·40		662·65	663·20	
4				663·75	665·35		665·05	663·30	662·65	662·60	663·10	663·15
5				663·95	665·45	665·75	665·05	663·25	662·65	662·60		663·15
6				663·95	665·50	665·75	665·05		662·65	662·55	663·10	663·15
7				664·15		665·80	665·05	663·20	662·65	662·55	663·10	663·15
8				664·20	665·65	665·80	665·05	663·20	662·65		663·05	663·10
9					665·70	665·80		663·15	662·65	662·50	663·05	663·10
10				664·35	665·75	665·85	664·95	663·15		662·55	663·05	
11				664·35	665·75		664·95	663·10	662·55	662·60	663·00	663·10
12				664·50	665·85	665·95	664·90	663·10	662·55	662·70		663·10
13				664·55	665·85	665·95	664·80		662·55	662·70	663·00	663·10
14				664·60		666·10	664·85	663·00	662·50	662·75	663·00	663·10
15				664·60	666·05	666·15	664·80	663·00	662·65		663·00	663·10
16					666·05	666·25		662·95	662·70	662·75	663·00	663·10
17				664·70	665·95	666·25	664·45	662·90		662·75	662·90	
18				664·75	665·90		664·40	662·90	662·70	662·80	662·80	662·85
19			662·55	664·75	665·90	665·90	664·20	662·90	662·80	662·90		662·80
20			662·55	664·75	665·90	665·85	664·20		662·85	663·00	663·05	662·80
21			662·55	664·75		665·45	664·15	662·85	662·85	663·10	663·05	662·80
22				664·80	665·85	665·40	664·15	662·85	662·80		663·00	662·80
23					665·80	665·35		662·80	662·80	663·15	663·00	662·85
24			662·60	664·85	665·80	665·45	663·80	662·80		663·20	662·95	
25			662·60	664·85	665·85		663·80	662·75	662·70	663·20	662·90	662·85
26				664·90	665·80	665·40	663·70	662·70	662·70	663·20		662·85
27			662·65	664·90	665·80	665·35	663·70		662·70	663·25	662·95	662·85
28			662·70	664·90		665·30	663·65	662·65	662·70	663·25	663·00	662·80
29			662·80	665·05	665·70	665·25	663·60	662·65	662·65		663·10	662·80
30			663·00		665·70	665·25		662·60	662·65	663·20	663·10	662·80
31			663·35		665·60		663·60	662·60		663·20		

SESSIONAL PAPER No. 19a

ELEVATIONS of Turtle lake (Mattawa river) at Eastern end, during 1906.

TABLE No. 19.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	662·80	663·40	663·45	.....	665·50	664·90	.....	662·90	662·50	662·20	662·35	662·45
2	662·80	663·45	663·45	663·40	665·50	664·85	664·40	662·90	.....	662·20	662·35	.....
3	662·85	663·50	663·45	663·40	665·55	.....	664·35	662·85	662·45	662·20	662·35	662·50
4	662·85	.....	.....	663·40	665·55	664·80	864·30	662·80	662·45	662·25	.....	662·50
5	662·85	663·50	663·50	663·40	665·55	664·80	664·30	.....	662·45	662·25	662·35	662·55
6	662·85	663·50	663·50	663·45	.....	664·80	664·25	662·75	662·45	662·25	662·35	662·55
7	.....	663·55	663·50	663·85	665·60	664·85	664·10	662·70	662·45	.....	662·40	662·55
8	662·85	663·55	663·50	....	665·65	664·95	.....	662·70	662·45	662·25	662·40	662·60
9	662·85	663·55	663·50	664·00	665·65	665·00	664·00	662·70	.....	662·25	662·35	.....
10	662·85	663·55	663·50	664·05	665·70	.....	664·00	662·70	662·40	662·25	662·35	662·60
11	662·85	.....	.....	664·10	665·70	665·00	663·95	662·70	662·40	662·25	.....	662·60
12	662·85	663·50	663·45	664·10	665·75	664·95	663·90	.....	662·35	662·25	662·35	662·60
13	662·85	663·50	663·45	664·20	.....	664·95	663·80	662·70	662·35	662·20	662·35	662·60
14	.....	663·45	663·40	664·35	665·90	664·95	663·70	662·70	662·30	.....	662·35	662·55
15	662·85	663·45	663·35	....	665·90	664·90	.....	662·65	662·30	662·20	662·35	662·55
16	662·85	663·40	663·35	664·40	665·90	664·90	663·55	662·65	.....	662·20	662·35	.....
17	662·85	663·40	663·35	664·60	665·80	.....	663·55	662·60	662·30	662·25	662·35	662·55
18	662·90	.....	.....	664·80	665·85	664·80	663·40	662·60	662·25	662·25	.....	662·55
19	662·90	663·35	663·30	664·90	665·80	664·80	663·35	.....	662·25	662·25	662·35	662·60
20	662·90	663·35	663·30	665·00	.....	664·80	663·30	662·50	662·25	662·25	662·35	662·60
21	.....	663·40	663·25	665·15	665·70	664·75	663·30	662·50	662·25	.....	662·35	662·60
22	662·90	663·40	663·25	....	665·70	664·70	.....	662·50	662·25	662·25	662·35	662·60
23	662·95	663·40	663·25	665·30	665·50	664·70	663·20	662·55	.....	662·25	662·35	....
24	663·00	663·40	663·20	665·35	665·40	.....	663·20	662·55	662·25	662·25	662·35	662·60
25	663·05	.....	.....	665·35	665·30	664·65	663·15	662·55	662·25	662·25	.....	662·60
26	663·10	663·40	663·25	665·40	665·25	664·65	663·05	.....	662·25	662·25	662·40	662·60
27	663·20	663·40	663·30	665·40	.....	664·60	663·00	662·60	662·20	662·25	662·40	662·60
28	.....	663·45	663·30	665·40	665·15	664·55	663·00	662·65	662·20	.....	662·45	662·60
29	663·30	.....	663·30	....	665·05	664·50	.....	662·60	662·20	662·30	662·45	662·60
30	663·30	.....	663·35	665·45	665·00	664·45	662·95	662·55	.....	662·30	662·45	.....
31	663·35	.....	663·35	.....	664·95	.....	662·95	662·50	.....	662·30	.....	.....

ELEVATIONS of Talon lake (Mattawa river) western end, at White Fish bay during 1905.

TABLE No. 20.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	.....	642·00	642·10	641·35	641·40	641·00	.....	641·15	641·20
2	.....	.....	.....	.....	641·95	641·60	....	641·45	641·00	641·00	641·15	641·15
3	.....	.....	.....	.....	641·50	641·90	641·60	641·90	641·45	.....	641·00	641·15
4	.....	.....	.....	.....	641·50	642·05	.....	641·90	641·40	641·00	641·00	641·15
5	.....	.....	.....	.....	641·55	642·10	641·50	641·85	641·40	641·00	641·00	641·15
6	.....	.....	.....	.....	641·55	642·10	641·50	641·70	.....	641·10	641·00	641·20
7	.....	.....	.....	.....	642·00	.....	641·50	641·40	641·35	641·10	641·00	641·20
8	.....	.....	.....	.....	641·45	642·35	641·50	641·15	641·35	641·05	.....	641·20
9	.....	.....	.....	.....	.....	642·40	641·50	....	641·35	641·05	641·00	641·20
10	.....	.....	.....	.....	641·55	641·95	641·50	641·35	641·35	.....	641·00	641·20
11	.....	.....	.....	.....	641·55	641·95	.....	641·30	641·30	641·05	640·95	641·20
12	.....	.....	.....	.....	641·60	641·70	641·35	641·45	641·30	641·05	640·90	.....
13	.....	.....	.....	.....	641·95	641·70	641·35	641·10	.....	641·00	640·90	641·20
14	.....	.....	.....	.....	642·65	.....	641·40	641·10	641·30	641·00	640·90	641·20
15	.....	.....	.....	.....	642·70	642·20	641·40	641·10	641·25	640·95	.....	641·20
16	.....	.....	.....	.....	.....	642·20	641·40	.....	641·20	641·00	640·90	641·20
17	.....	.....	.....	.....	642·20	643·30	641·40	642·10	641·20	.....	640·90	641·20
18	.....	.....	.....	.....	642·15	643·40	....	642·05	641·20	641·25	641·05	641·20
19	.....	.....	.....	.....	642·15	643·30	642·90	642·05	641·20	641·30	641·10	....
20	.....	.....	.....	.....	642·10	643·40	642·10	642·00	.....	641·30	641·20	641·20
21	.....	.....	.....	641·10	642·20	....	644·30	642·00	641·20	641·30	641·25	641·20
22	.....	.....	.....	.....	642·15	642·35	644·30	642·00	641·20	641·25	.....	641·20
23	.....	.....	.....	.....	.....	642·30	644·30	....	641·15	641·20	641·20	641·20
24	.....	.....	.....	641·10	642·50	642·30	644·25	642·00	641·10	.....	641·20	641·20
25	.....	.....	.....	641·05	642·50	642·30	.....	641·95	641·05	641·15	641·20	641·20
26	.....	.....	.....	.....	642·05	642·15	641·00	641·90	641·05	641·10	641·20	.....
27	.....	.....	.....	.....	642·10	642·10	644·00	641·90	.....	641·10	641·20	641·20
28	.....	.....	.....	.....	642·65	....	642·25	641·60	641·00	641·05	641·15	641·20
29	.....	.....	.....	.....	641·85	642·10	641·70	641·50	641·00	641·00	.....	641·20
30	.....	.....	.....	.....	.....	642·10	641·35	....	641·00	641·00	641·20	641·20
31	.....	.....	.....	.....	642·10	.....	641·10	641·00	.....	641·20	.....	.....

ELEVATIONS, Talon Lake (Mattawa River), western end at White Fish Bay during 1906.

TABLE No. 21.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	641·10	641·32	641·18	.....	642·02	642·20	.....	641·29	641·15	641·00	641·19	641·18
2	641·10	641·33	641·19	641·15	641·95	642·10	641·60	641·27	.....	641·00	641·20	.....
3	641·10	641·33	641·19	641·15	641·90	.....	641·55	641·25	641·15	641·00	641·20	641·18
4	641·10	.....	.....	641·16	641·91	641·80	641·55	641·22	641·15	641·01	.....	641·22
5	641·10	641·30	641·19	641·18	641·85	641·85	641·53	.....	641·12	641·01	641·22	641·25
6	641·10	641·30	641·19	641·25	....	641·90	641·50	641·21	641·12	641·01	641·22	641·25
7	.....	641·28	641·19	641·32	641·82	642·00	641·50	641·20	641·11	.....	641·20	641·25
8	641·11	641·25	641·19	.....	641·70	642·05	.....	641·20	641·10	641·02	641·15	641·25
9	641·60	641·22	641·19	641·27	641·67	642·10	641·35	641·16	.....	641·02	641·12	.....
10	641·15	641·20	641·18	641·25	641·65	.....	641·35	641·13	641·10	641·01	641·10	641·22
11	641·15	.....	.....	641·26	641·62	642·10	641·38	641·10	641·01	641·01	.....	641·22
12	641·12	641·20	641·15	641·30	641·60	642·05	641·37	.....	641·01	641·01	641·07	641·22
13	641·12	641·20	641·15	641·51	....	641·90	641·35	641·10	641·05	641·00	641·05	641·20
14	.....	641·18	641·15	641·60	642·10	641·80	641·35	641·10	641·03	..	641·05	641·20
15	641·10	641·18	641·13	.....	642·10	641·75	.....	641·07	641·00	641·00	641·02	641·20
16	641·11	641·16	641·13	641·78	642·05	641·62	641·30	641·05	.....	641·02	641·02	.....
17	641·13	641·15	641·10	641·90	642·08	.....	641·30	641·05	640·99	641·02	641·01	641·18
18	641·13	.....	.....	642·15	642·18	641·60	641·30	641·02	640·98	641·02	.....	641·18
19	641·13	641·15	641·10	642·50	643·10	641·60	641·28	.....	640·97	641·01	641·00	641·20
20	641·15	641·15	641·05	642·58	.....	641·58	641·25	641·07	640·97	641·05	641·00	641·20
21	.....	641·16	641·02	642·70	643·41	641·55	641·25	641·10	640·99	.....	641·02	641·19
22	641·20	641·16	641·05	.....	643·45	641·50	.....	641·10	641·00	641·07	641·04	641·19
23	641·20	641·17	641·06	642·80	643·05	641·48	641·22	641·10	.....	641·07	641·05	.....
24	641·25	641·17	641·07	642·75	643·00	.....	641·20	641·10	641·00	641·09	641·05	641·19
25	641·28	.....	.....	642·70	642·80	641·48	641·22	641·11	641·00	641·10	.....	641·19
26	641·30	641·19	641·08	642·55	642·75	641·49	641·25	.....	641·02	641·15	641·10	641·20
27	641·30	641·19	641·11	642·10	.....	641·50	641·25	641·20	641·02	641·15	641·15	641·20
28	.....	641·19	641·13	642·11	642·60	641·52	641·28	641·20	641·00	.....	641·15	641·22
29	641·30	.....	641·16	.....	642·50	641·55	.....	641·18	641·00	641·18	841·17	641·22
30	641·30	.....	641·16	642·00	642·44	641·60	641·30	641·16	.....	641·18	641·20	641·..
31	641·32	.....	641·17	.....	642·30	.....	641·30	641·16	.....	641·18	.....	641·22

ELEVATIONS of Lake Wasbonsing at asbonsing, Ont., during 1905.

TABLE No. 22.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	....	.....	.....	780·30	780·85	780·65	780·65	779·50	778·91	.....	778·90	777·60
2	.....	.....	.....	.....	780·85	780·35	....	779·45	778·85	778·70	778·85	777·65
3	.....	.....	.....	780·40	780·85	780·40	780·60	779·45	....	778·60	778·75	....
4	.....	.....	.....	780·55	781·00	.....	780·55	779·45	779·00	778·55	778·65	777·65
5	.....	.....	.....	780·60	781·00	780·45	780·40	779·45	779·00	778·50	.....	777·65
6	.....	.....	.....	780·65	781·00	780·50	780·25	....	779·00	778·45	778·45	777·65
7	.....	.....	.....	780·70	.....	780·55	780·25	779·50	779·00	778·45	778·40	777·65
8	.....	.....	.....	780·70	781·00	780·60	780·15	779·50	778·95	.....	778·30	777·70
9	.....	.....	.....	.....	781·00	780·60	....	779·50	779·00	778·50	778·25	777·70
10	.....	.....	.....	780·75	781·05	780·60	780·05	779·50	....	778·55	778·05	.....
11	.....	.....	.....	780·75	781·00	.....	780·75	779·50	779·05	778·55	777·90	777·70
12	.....	.....	.....	780·75	781·00	780·65	779·95	779·45	779·05	778·60	.....	777·70
13	.....	.....	.....	780·80	781·00	780·75	779·85	....	779·00	778·60	777·70	777·70
14	.....	.....	.....	780·85	.....	780·75	779·75	779·35	779·05	778·60	777·60	777·75
15	.....	.....	.....	780·85	781·00	780·75	779·50	779·30	779·05	.....	777·50	777·75
16	.....	.....	.....	.....	781·00	780·80	.....	779·30	779·05	778·60	777·45	777·75
17	.....	.....	.....	780·95	781·00	780·80	779·45	779·30	.....	778·60	777·35	.....
18	.....	.....	.....	780·95	781·00	.....	779·60	779·30	779·15	778·70	777·30	777·75
19	.....	.....	.....	780·85	781·05	780·85	779·55	779·30	779·20	778·70	.....	777·75
20	.....	.....	.....	780·85	781·05	780·85	779·55	.....	779·30	778·80	777·30	777·75
21	.....	.....	.....	780·85	.....	780·85	779·55	779·25	779·30	778·80	777·35	777·80
22	.....	.....	.....	780·80	780·95	780·85	779·50	779·25	779·30	.....	777·35	777·80
23	.....	.....	.....	.....	780·95	780·75	....	779·25	779·30	778·80	777·40	777·80
24	.....	.....	.....	780·85	780·95	780·80	779·55	779·20	.....	778·85	777·40	....
25	.....	.....	.....	780·85	780·95	.....	779·55	779·10	779·20	778·85	777·40	777·80
26	.....	.....	.....	780·80	780·95	780·65	779·55	779·05	779·05	778·90	.....	777·80
27	.....	.....	779·85	780·80	780·95	780·70	779·55	....	779·00	778·90	777·45	777·85
28	.....	.....	779·85	780·80	.....	780·70	779·55	779·00	779·00	778·90	777·55	777·85
29	.....	.....	779·90	780·80	780·70	780·65	779·50	779·00	778·90	.....	777·55	777·85
30	.....	.....	780·05	.....	780·65	780·65	.....	778·75	778·80	778·95	777·60	777·85
31	.....	.....	780·20	.....	780·65	.....	779·50	778·90	.....	778·95	.....	.....

SESSIONAL PAPER No. 19a

Elevations of Lake Nasbonsing, at Nasbonsing, Ont., during 1906.

Table No. 23.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	777·85	778·65	779·00	.....	780·35	780·40	.....	778·90	778·25	778·20	778·10	778·50
2	777·85	778·65	779·00	779·25	780·40	780·80	780·60	778·90	.....	778·20	778·10	.....
3	777·90	778·70	779·05	779·30	780·45	.....	780·60	778·90	778·25	778·20	778·10	778·55
4	777·90	.....	.....	779·30	780·50	780·45	780·55	778·90	778·25	778·20	.....	778·55
5	777·90	778·70	779·05	779·35	780·55	780·45	780·50	.....	778·25	778·25	778·05	778·55
6	777·90	778·70	779·05	779·40	.....	780·50	780·35	778·90	778·25	778·25	778·05	778·60
7	.....	778·70	779·05	779·50	780·65	780·55	780·30	778·90	778·25	.....	778·05	778·60
8	777·95	778·75	779·10	.....	780·65	780·60	.....	778·90	778·25	778·05	778·10	778·65
9	777·25	778·75	779·10	779·60	780·65	780·60	780·15	778·90	.....	777·95	778·10	.....
10	777·95	778·75	779·10	779·65	780·70	.....	780·10	778·90	778·25	777·85	778·15	778·65
11	778·00	.....	.....	779·65	780·75	780·60	780·10	778·90	778·25	777·80	.....	778·70
12	778·05	778·75	779·10	779·70	780·85	780·60	780·10	.....	778·25	777·75	778·15	778·70
13	778·05	778·80	779·10	779·70	.....	780·60	779·95	778·90	778·25	777·80	778·15	778·70
14	.....	778·80	779·15	779·80	780·90	780·60	779·85	778·85	778·25	.....	778·15	778·75
15	778·05	778·80	779·15	.....	780·85	780·65	.....	778·80	778·20	777·80	778·15	778·75
16	778·05	778·80	779·15	779·90	780·80	780·70	779·70	778·80	.....	777·80	778·15	.....
17	778·10	778·85	779·15	779·90	780·85	.....	779·55	778·80	778·20	777·75	778·15	778·75
18	778·15	.....	.....	779·95	780·85	780·70	779·50	778·80	778·20	777·80	.....	778·75
19	778·15	778·85	779·15	780·05	780·80	780·70	779·45	.....	778·20	777·90	778·20	778·75
20	778·20	778·90	779·15	780·05	.....	780·70	779·35	778·80	778·20	777·90	778·20	778·75
21	.....	778·90	779·15	780·10	780·75	780·70	779·15	778·80	778·20	.....	778·25	778·75
22	778·25	.....	779·15	.....	780·95	780·70	.....	778·75	778·20	777·95	778·30	778·80
23	778·35	.....	779·15	780·15	780·75	780·70	779·05	778·75	.....	777·95	778·30	.....
24	778·45	.....	779·20	780·20	780·75	.....	779·05	778·75	778·20	778·00	778·35	778·80
25	778·50	.....	.....	780·20	780·80	780·70	779·00	778·75	778·20	778·00	.....	778·80
26	778·50	778·95	779·20	780·25	780·80	780·70	778·95	.....	778·20	788·00	778·35	778·80
27	778·55	778·95	779·30	780·25	.....	780·65	778·95	778·55	778·20	778·05	778·40	778·80
28	.....	778·95	779·30	780·25	780·85	780·65	778·95	778·50	778·20	.....	778·46	778·80
29	778·55	.....	779·30	.....	780·85	780·85	.....	778·35	778·20	778·05	778·45	778·85
30	778·60	.....	779·30	780·30	780·70	780·65	778·95	778·30	.....	778·05	778·50	.....
31	778·65	.....	779·25	.....	780·55	.....	778·95	778·25	.....	778·05	.....	778·85

Elevations of Kai-bus-Kong River, at Menard's Bridge, Ont., during 1905.

Table No. 24.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	679·30	679·20	681·90	678·75	678·50	678·40	.....	682·15	678·70
2	.....	.....	.....	.....	679·15	679·50	.....	678·50	678·40	681·95	682·10	678·65
3	.....	.....	.....	679·00	679·05	679·45	679·15	678·45	.....	678·50	681·30	.....
4	.....	.....	679·55	679·25	679·25	.....	681·80	678·45	678·20	681·30	681·20	678·65
5	.....	.....	.....	679·40	679·40	678·70	678·85	678·40	678·25	681·20	.....	678·65
6	.....	.....	.....	679·30	679·40	678·75	678·80	.....	678·25	678·50	681·00	678·65
7	.....	.....	.....	679·20	.....	678·70	678·80	678·45	678·25	678·50	680·90	678·65
8	.....	.....	679·55	679·10	679·50	678·70	678·45	678·45	678·25	.....	680·80	678·70
9	.....	.....	.....	.....	679·55	678·60	.....	678·45	678·25	678·50	680·70	678·70
10	.....	.....	.....	679·20	679·35	678·60	681·65	678·45	.....	678·50	680·60	.....
11	.....	.....	679·55	679·25	679·35	.....	679·00	678·45	678·20	678·50	680·60	678·70
12	.....	.....	.....	679·25	679·30	678·80	681·65	678·45	678·25	678·50	.....	678·70
13	.....	.....	.....	679·25	679·30	679·00	678·95	.....	678·25	678·45	680·50	678·70
14	.....	.....	.....	679·25	.....	678·95	681·30	678·45	678·25	678·45	680·40	678·70
15	.....	.....	679·65	679·25	679·45	678·60	681·65	678·50	678·30	.....	680·35	678·70
16	.....	.....	.....	.....	679·50	678·60	.....	678·40	678·30	678·45	680·35	678·70
17	.....	.....	679·65	679·15	679·55	678·60	680·05	678·40	.....	678·45	680·35	.....
18	.....	.....	679·80	679·35	679·50	.....	680·00	678·35	678·40	678·55	680·30	678·90
19	.....	.....	.....	679·10	679·45	678·95	678·50	678·30	678·40	678·75	.....	678·90
20	.....	.....	679·65	679·10	679·40	678·95	678·52	.....	678·40	678·60	678·80	678·90
21	.....	.....	.....	679·10	.....	678·90	678·45	678·25	678·35	678·70	678·80	678·90
22	.....	.....	679·70	679·10	679·20	678·95	678·45	678·25	678·25	.....	678·75	678·85
23	.....	.....	.....	.....	679·25	678·80	.....	678·30	678·25	678·60	678·70	678·85
24	.....	.....	679·70	679·05	678·85	678·85	678·50	678·30	.....	678·65	678·60	.....
25	.....	.....	680·00	679·05	678·85	.....	678·50	681·60	678·20	678·60	678·50	678·85
26	.....	.....	.....	679·00	679·20	678·85	678·50	678·50	678·20	678·55	.....	678·85
27	.....	.....	680·40	678·95	679·30	678·60	678·50	.....	681·50	678·50	678·60	678·85
28	.....	.....	680·65	678·90	.....	678·75	678·50	680·90	681·55	678·50	678·65	678·85
29	.....	.....	680·60	679·10	681·90	678·75	678·55	680·90	681·30	.....	678·70	678·85
30	.....	.....	680·45	.....	681·75	678·75	.....	680·85	681·35	678·45	678·75	678·80
31	.....	.....	679·40	.....	681·05	.....	678·50	678·50	.....	678·40	.....	.....

Elevations of Kai-bus-Kong River, at Menard's Bridge, Ont., during 1906.

Table No. 25.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	678·70	679·45	679·85	.....	678·75	679·20	.....	678·55	678·45	678·30	678·30	678·55
2	678·85	679·45	679·85	680·55	678·80	678·90	678·85	678·55	.....	678·35	678·30	.....
3	678·85	679·45	679·45	680·55	678·80	.....	678·85	678·55	678·35	678·35	678·30	678·55
4	678·90	.....	.....	680·60	678·75	678·80	698·85	678·55	678·35	678·35	.....	678·60
5	678·90	679·40	679·60	680·65	678·70	678·80	682·00	.....	678·40	678·35	678·25	678·65
6	678·90	679·40	679·55	679·70	.....	678·75	681·90	678·50	678·35	678·35	678·25	678·70
7	.....	679·40	679·55	679·15	678·70	678·80	681·90	678·50	678·35	.....	678·25	678·75
8	678·90	679·40	679·50	.....	678·70	678·95	.....	678·50	678·35	679·80	678·25	678·80
9	678·90	679·40	679·55	678·80	678·70	679·00	681·85	678·50	.....	679·60	678·25	.....
10	678·90	679·35	679·55	678·75	678·70	.....	679·30	678·45	678·30	678·50	678·25	678·85
11	578·90	.....	.....	678·80	678·70	678·80	679·10	678·45	678·30	678·40	.....	678·90
12	678·95	679·35	679·55	678·90	678·70	678·85	682·05	.....	678·30	679·40	678·25	678·95
13	678·95	679·35	679·60	678·90	.....	678·80	681·90	678·45	678·30	679·45	678·25	678·95
14	.....	679·35	679·65	678·95	678·95	678·80	680·65	678·45	678·30	.....	678·25	678·95
15	679·00	679·40	679·65	.....	681·55	678·85	.....	678·45	678·30	679·50	678·25	678·95
16	679·00	679·45	679·60	678·95	679·50	678·85	680·60	678·45	.....	679·55	678·25	.....
17	679·00	679·50	679·60	679·00	679·65	.....	680·55	678·45	678·30	678·80	678·20	679·00
18	679·00	.....	.....	678·90	679·80	678·95	678·50	678·45	678·30	678·45	.....	679·00
19	679·05	679·55	679·60	679·00	679·75	678·95	680·50	.....	678·30	678·45	678·25	679·00
20	679·05	679·60	679·60	678·80	.....	678·90	680·55	678·45	678·35	678·40	678·25	679·00
21	.....	679·65	680·00	678·80	679·60	678·90	680·50	678·40	678·35	.....	678·25	679·00
22	679·05	679·70	680·00	.....	679·65	678·85	.....	678·35	678·35	678·40	678·25	679·00
23	679·05	679·80	680·00	678·75	678·80	678·90	678·55	678·30	.....	678·40	678·30	.....
24	679·10	679·85	680·05	678·75	678·80	.....	678·55	678·25	678·35	678·40	678·30	679·05
25	679·25	.....	.....	678·70	678·80	678·80	678·55	678·25	678·30	678·35	.....	679·05
26	679·30	679·85	680·10	678·65	678·95	678·80	678·55	.....	678·30	678·35	678·40	679·05
27	679·40	679·85	680·60	678·65	.....	678·85	678·55	678·70	678·30	678·35	678·45	679·05
28	.....	679·90	680·55	678·70	678·80	678·85	678·55	680·90	678·30	.....	678·45	679·05
29	679·45	.....	680·45	.....	678·85	678·90	.....	680·70	678·30	678·40	678·50	679·05
30	679·55	.....	680·50	678·70	679·05	678·90	678·55	680·55	.....	678·35	678·50	.....
31	679·55	.....	680·55	.....	679·10	.....	678·55	680·30	.....	678·30	.....	.....

Elevations of Talon Lake, above Talon Chute, during 1905.

Table No. 26.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	636·05	640·75	641·40	637·45	636·95	634·65	.....	634·65	635·10
2	.....	.....	635·05	.....	641·05	.....	637·40	636·70	634·65	635·15	634·60	635·05
3	.....	.....	635·00	636·65	641·05	.....	637·45	636·45	.....	635·15	634·55	.....
4	.....	.....	635·00	636·90	641·30	.....	637·45	636·30	634·70	635·15	634·50	635·05
5	.....	.....	.....	637·35	641·35	641·75	637·60	636·10	634·75	635·30	.....	634·90
6	.....	.....	634·95	637·50	641·55	641·55	637·75	.....	634·75	635·45	634·60	634·85
7	.....	.....	634·90	637·65	.....	641·40	637·95	635·75	634·75	635·50	634·85	634·75
8	.....	.....	634·85	.....	641·80	641·40	638·15	635·65	634·75	.....	635·05	634·70
9	.....	.....	634·85	.....	641·85	641·40	638·30	635·55	634·75	635·50	635·15	634·65
10	.....	.....	634·85	637·75	641·90	640·65	638·40	635·40	.....	635·55	635·25	.....
11	.....	.....	634·85	637·95	641·85	640·65	638·45	635·25	634·60	635·60	635·35	634·55
12	.....	.....	634·80	638·05	641·75	640·65	638·55	635·15	634·55	635·65	.....	634·45
13	.....	.....	634·75	638·00	641·70	640·65	638·75	.....	634·50	635·70	635·45	634·40
14	.....	.....	634·75	638·15	.....	640·60	638·95	635·15	634·45	635·45	635·60	634·35
15	.....	.....	634·65	638·15	641·75	640·45	639·00	635·10	634·50	.....	635·60	634·25
16	.....	.....	634·65	.....	641·85	640·25	639·30	634·95	634·50	635·05	635·70	634·25
17	.....	.....	.....	638·05	642·05	640·00	639·50	634·80	.....	635·00	635·65	.....
18	.....	.....	.....	637·95	642·35	640·25	639·80	634·85	634·75	635·00	635·60	634·10
19	.....	.....	.....	637·95	642·35	640·20	639·80	634·75	634·85	634·95	.....	634·05
20	.....	.....	634·70	638·15	642·35	639·95	639·55	.....	634·95	635·05	635·60	634·00
21	.....	.....	634·45	638·35	.....	639·85	639·25	634·85	635·00	635·10	635·55	633·95
22	.....	.....	634·45	638·45	642·15	639·55	639·05	634·85	635·05	.....	635·55	633·90
23	.....	.....	634·35	.....	642·05	639·35	639·10	634·85	635·00	635·20	635·55	633·85
24	.....	.....	634·25	638·80	642·05	639·05	638·95	634·80	.....	635·15	635·45	.....
25	.....	.....	634·25	639·05	641·95	.....	638·65	634·75	635·00	635·15	635·35	633·75
26	.....	635·15	.....	639·35	641·85	638·35	638·35	634·70	634·95	635·05	.....	633·75
27	.....	.....	634·40	639·55	.....	638·20	638·05	.....	634·90	635·00	635·20	633·70
28	.....	.....	634·45	639·85	.....	637·95	637·80	634·55	634·85	634·90	635·25	633·65
29	.....	.....	634·70	640·15	641·40	637·20	637·55	634·45	634·90	.....	635·15	633·65
30	.....	.....	635·20	.....	641·40	637·45	.....	634·60	634·90	634·80	635·10	633·60
31	.....	.....	635·60	.....	641·40	.....	637·15	634·70	.....	634·75	.....	.....

SESSIONAL PAPER No. 19a

Elevations of Talon Lake, above Talon Chute, during 1906.

Table No. 27.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	633·55	634·25	634·35		641·45	641·55		637·20	634·45	634·15	634·85	635·35
2	633·45	634·25	634·35	634·50	641·40	641·65	636·95	637·05		634·15	634·80	
3	633·50	634·25	634·35	634·50	641·45		637·00	636·90	634·60	634·15	634·80	635·40
4	633·45			634·45	641·15	641·30	637·00	636·75	634·65	634·10		635·45
5	633·45	634·30	634·35	634·40	641·45	641·00	637·05		634·65	634·15	634·80	635·45
6	633·45	634·30	634·35	631·35		640·90	637·05	635·85	634·65	634·15	634·85	635·50
7		634·30	634·35	634·30	641·30	640·85	637·10	635·55	634·65		634·85	635·50
8	633·40	634·30	634·35		641·30	641·05		635·40	634·65	634·20	634·80	635·55
9	633·35	634·30	634·40	634·20	641·25	640·90	637·15	635·25		634·25	634·85	
10	633·35	634·30	634·40	634·15	641·20		637·25	635·10	634·60	634·30	634·85	635·50
11	633·35			634·15	641·15	640·75	637·40	634·95	634·55	634·35		635·50
12	633·30	634·35	634·40	634·15	641·20	640·50	637·45		634·55	634·35	634·85	635·50
13	633·25	634·35	634·40	634·15		640·35	637·55	634·30	634·50	634·35	634·90	635·45
14		634·35	634·40	634·10	641·70	640·00	637·60	634·50	634·45		634·90	635·45
15	633·20	634·35	634·40		641·70	639·95		634·45	634·40	634·40	634·90	635·45
16	633·20	634·35	634·40	634·15	641·70	639·30	637·70	634·50		634·45	634·90	
17	633·20	634·35	634·45	635·35	641·75		637·85	635·00	634·35	634·50	634·90	635·40
18	633·20			635·85	641·80	638·95	637·95	635·45	634·30	634·55		635·40
19	633·20	634·35	634·45		641·70	638·80	638·05		634·30	634·60	634·95	635·35
20	633·20	634·35	634·45			638·65	638·05	634·40	634·25	634·65	634·95	635·35
21		634·40	634·45	642·65	641·00	638·50	638·00	634·35	634·20		635·00	635·35
22	633·25	634·40	634·45		640·85	638·15		634·30	634·30	634·70	635·05	635·30
23	633·80	634·40	634·45		640·70	638·00	638·05	634·25		634·75	635·05	
24	634·10	634·35	634·45		640·60		638·25	634·20	634·25	634·80	635·10	635·30
25	634·10			642·00	640·80	637·70	638·00	634·15	634·20	634·80		635·30
26	634·20	634·35	634·45	641·80	641·05	637·55	637·95		634·20	634·85	635·10	635·30
27	634·60	634·35	634·60	641·70		637·40	637·70	634·20	634·20	634·90	635·15	635·30
28		634·35	634·60	641·60	641·30	637·25	637·60	634·25	634·15		635·20	635·30
29	633·70		634·50		641·35	637·10		634·30	634·15	634·90	635·25	635·30
30	634·20		634·45	641·45	641·40	636·90	637·45	634·35		634·90	635·30	
31	634·25		634·45		641·55		637·30	634·40		634·85		635·35

Elevations of Mattawa River, below Talon Chute, during 1906.

Table No. 28

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					3·85	3·70		3·70	0·95	1·75	1·40	2·10
2					3·60	3·60	2·30	3·70		1·50	1·40	
3					3·40		2·05	3·50	1·00	1·30	1·40	2·10
4					3·40	3·75	1·85	3·50	1·00	1·00		2·15
5					3·45	4·80	1·60		1·00	1·00	1·40	2·20
6						3·20	1·40	2·10	1·00	0·95	1·40	2·20
7					3·50	2·80	1·20	2·55	1·00		1·40	2·25
8					3·20	2·90		2·50	1·00	1·10	1·40	2·30
9					3·15	4·45	1·20	2·40		1·15	1·40	
10					3·10		1·15	2·30	1·15	1·20	1·45	2·25
11					3·10	4·60	1·15	2·20	1·80	1·20		2·20
12					3·15	4·50	1·15		2·40	1·25	1·45	2·20
13						4·00	1·15	2·10	1·85	1·30	1·45	2·20
14					3·55	4·30	1·10	2·05	1·30		1·45	2·15
15					3·55	4·10		2·00	1·20	1·35	1·45	2·15
16					3·65	4·00	1·20	1·00		1·35	1·50	
17					3·80		1·25	1·00	0·95	1·40	1·50	2·10
18					4·30	3·85	1·30	1·00	1·10	1·40		2·10
19					5·00	3·70	1·35		1·60	1·45	1·50	2·05
20						3·55	1·35	1·00	2·00	1·50	1·50	2·05
21					4·75	3·40	1·40	1·05	2·80		1·50	2·05
22					4·45	3·30		1·10	2·80	1·50	1·55	2·00
23					4·40	3·20	4·55	1·10		1·50	··55	
24					4·35		3·40	1·10	3·20	1·50	1·60	1·95
25				4·40	2·80	3·05	3·25	1·10	3·30	1·50		1·95
26				4·15	2·60	2·90	3·20		2·60	1·50	1·60	1·90
27				3·95		2·80	2·80	1·00	2·45	1·50	1·70	1·85
28				3·75	2·75	2·70	3·90	1·00	2·30		1·80	1·80
29					2·95	2·65		1·00	2·05	1·45	1·90	1·80
30				3·80	2·50	2·50	3·80	1·00		1·45	2·00	
31					3·00		3·75	1·00		1·45		1·75

Elevations of Mattawa River, below Pimisi Bay, during 1905.

Table No. 29.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1				585·15	584·70	585·40	584·20	585·20	583·90		584·60	584·70
2			583·85		584·80	585·45		585·20	583·90	583·35	584·50	584·60
3				585·30	584·95	585·45	584·00	585·15		583·40	584·45	
4				585·40	585·15		584·00	585·10	583·95	583·50	584·45	584·60
5				585·50	585·15	585·85	584·00	585·05	583·95	583·90		584·55
6				585·65	585·25	586·10	584·05		583·95	583·95	584·50	584·50
7				585·75		585·25	583·90	584·95	584·00	583·95	584·55	584·45
8					585·40	584·85	583·65	584·90	584·00		584·60	584·40
9					585·55	586·25		584·50	584·00	583·95	584·65	584·40
10			584·10	585·65	585·55	585·60	584·10	584·45		583·90	584·70	
11				585·70	585·55		584·10	584·40	584·45	583·90	584·70	584·35
12				585·70	585·45	585·70		584·35	584·50	583·95		584·35
13			584·10	585·75	585·40	586·25	583·40		584·50	584·00	584·75	584·30
14			584·10	585·75		586·30		585·35	583·70	584·05	584·80	584·30
15				585·90	585·35	586·30	583·40	584·80	583·70		584·80	584·25
16					585·45	586·25		584·70	583·70	584·25	584·80	584·25
17				585·75	585·70	586·20	583·50	584·60		584·20	584·80	
18				585·75	585·90		585·80	584·60	583·50	584·15	584·80	581·20
19				585·70	586·00	586·25	586·05	584·60	583·45	584·10		584·20
20			584·05	584·30	586·00	586·50	586·00		583·85	584·10	584·80	584·15
21			584·40	584·15		586·25	584·20	584·60	584·00	584·15	584·80	584·10
22			584·45	584·20	585·80	586·20	583·95	584·60	583·75		584·75	584·10
23			584·40		585·80	586·10		584·60	584·00	584·20	584·70	584·05
24				584·20	585·60	586·00	586·05	584·60		584·20	584·70	
25		583·95		584·20	585·50		586·10	584·30	583·60	584·35	584·65	584·05
26				584·20	585·50	585·85	585·80	583·30	583·65	584·35		581·10
27			584·45	584·25	585·45	585·80	585·70		583·75	584·30	584·75	584·15
28			584·50	584·30		585·70	585·50	584·60	583·15	584·30	584·70	584·20
29			584·55	584·55	585·35	585·55	585·45	584·50	583·30		584·65	584·20
30			584·60		585·45	584·85		583·95	583·20	584·55	584·70	584·15
31			584·90		585·35		585·30	583·90		584 60		

Elevations of Mattawa River, below Pimisi Bay, during 1906.

Table No. 30.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	584·20	583·80	583·80		586·00	585·90		584·65	583·35	583·95	584·05	584·45
2	584·20	583·80	583·80	584·25	585·95	585·85	585·00	584·80		583·90	584·05	
3	584·20	583·80	583·80	584·30	585·80		584·95	584·95	583·40	583·85	584·00	584·50
4	584·20			584·40	585·70	586·00	584·90	585·05	583·40	583·75		584·50
5	584·20	583·80	583·80	584·25	585·65	586·75	584·85		583·40	583·70	584·05	584·55
6	584·15	583·80	583·80	584·25		585·50	584·70	585·20	583·40	583·65	584·05	584·55
7		583·80	583·80	584·20	585·60	585·25	584·65	585·40	583·40		584·05	584·60
8	584·15	583·80	583·80		585·50	585·90		585·50	583·40	583·70	584·00	584·60
9	584·15	583·80	583·85	584·20	585·45	585·40	584·50	585·60		583·75	584·05	
10	584·15	583·80	583·90	584·20	585·45		584·45	585·65	583·70	583·80	584·05	584·55
11	584·15			584·20	585·40	586·55	584·35	585·70	583·95	583·85		584·50
12	584·15	583·75	583·95	584·20	585·45	586·70	584·30		584·80	583·85	584·05	584·50
13	584·10	583·75	583·95	584·20		586·85	584·15	585·55	584·00	583·85	584·05	584·45
14		583·75	583·95	584·20	585·65	586·60	584·05	585·45	583·70		584·10	584·45
15	584·10	583·75	583·95		585·70	586·30		585·35	583·50	583·90	584·10	584·45
16	584·10	583·75	583·95	584·70	585·70	586·20	584·20	585·20		583·90	584·10	
17	584·10	583·75	584·00	584·90	585·70		584·20	584·90	583·40	583·95	584·10	584·40
18	584·10			585·20	585·75	586·05	584·20	584·70	583·40	583·95		584·40
19	584·05	583·75	584·10	585·65	585·80	585·90	584·20		583·35	583·95	584·15	584·40
20	584·05	583·75	584·20	585·70		585·75	584·20	584·50	583·35	584·00	584·15	584·35
21		583·80	584·20	585·75	585·55	585·75	584·20	584·30	583·30		584·20	584·35
22	584·10	583·80	584·20		585·45	585·50		584·00	583·35	584·00	584·20	584·30
23	584·15	583·80	584·20	585·90	585·40	585·45	584·30	583·85		584·00	584·25	
24	584·20	583·80	584·20	586·10	584·20		584·35	583·80	583·30	583·95	584·25	584·25
25	584·20			586·40	584·60	585·40	584·25	583·70	583·25	583·95		584·25
26	584·10	583·80	584·20	586·20	584·40	585·30	584·20		583·45	584·05	584·30	584·25
27	584·00	583·80	584·35	586·20		585·25	584·20	583·60	583·75	584·15	584·30	584·25
28		583·80	584·20	585·95	584·60	585·20	584·25	583·55	584·00		584·35	584·20
29	584·05		584·20		584·95	585·15		583·50	584·05	584·10	584·40	584·20
30	583·90		584·20	585·95	585·45	585·10	584·40	583·45		584·10	584·45	
31	583·85		584·20		585·65		584·50	583·40		584·10		584·20

ELEVATIONS of Three Mile Lake, Algonquin Park, Ont., during 1905.

TABLE No. 31.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1												
2										1220·55	1220·55	
3												
4										1220·55	1220·55	1220·65
5												
6										1220·35		
7											1220·55	
8												1220·65
9										1220·35	1220·55	
10												
11										1220·35	1220·55	1220·55
12									1220·55			
13										1220·55	1220·55	
14												
15									1220·55		1220·55	1220·55
16										1220·55		
17											1220·55	
18									1220·65	1220·55		1220·55
19												
20									1220·65	1220·55		
21											1220·55	
22									1220·55			1220·45
23										1220·55	1220·55	
24												
25									1220·55	1220·55	1220·55	
26									1220·55			1220·35
27									1220·55	1220·55	1220·55	
28											1220·55	
29									1220·55		1220·65	
30												1220·25
31												

ELEVATIONS of Three Mile Lake, Algonquin Park, Ont., during 1906.

TABLE No. 32.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	1219·85				1220·95	1220·95						
2			1220·15							1220·15	1220·55	
3		1220·05		1220·15			1220·65	1220·05				
4					1220·95							
5	1219·85					1220·95			1220·25	1220·15		
6		1219·95	1220·45	1220·55			1220·55				1220·55	
7								1219·95	1220·25			
8	1219·85		1220·45		1221·05	1221·05						
9		1219·95								1220·15	1220·55	
10				1220·65			1220·55	1220·25				
11					1221·05				1220·15			
12	1219·85	1220·45				1220·95	1220·45			1220·25		
13			1220·15	1220·65							1220·55	
14								1220·25	1220·15			
15					1221·05	1220·95						
16	1219·85		1220·45							1220·35	1220·55	
17		1220·45		1220·65				1220·25				
18					1221·05				1220·15			1220·65
19						1220·85				1220·35		
20	1219·85	1220·45		1220·75							1220·55	
21								1220·15	1220·15			1220·65
22					1221·05	1220·85						
23										1220·35	1220·65	
24	1219·95							1220·25				
25					1221·05				1220·15			
26						1220·75				1220·55		1220·75
27	1220·05	1220·45	1220·45								1220·65	
28								1220·25	1220·15			
29					1220·95	1220·65						1220·75
30	1220·05		1220·45							1220·55	1220·65	
31								1220·25				

Elevations of Tea Lake, Algonquin Park, during 1905.

Table No. 33.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1										1181·00	1181·10	
2												
3										1181·00	1181·10	1181·20
4												
5										1180·90		
6										1180·90	1181·10	
7												1181·20
8											1181·20	
9												
10										1180·90	1181·20	1181·30
11												
12									1181·00	1180·90	1181·20	
13												
14									1180·90		1181·20	1181·30
15										1180·90		
16											1181·20	
17									1181·10	1180·90		1181·30
18												
19									1181·10	1180·90		
20											1181·20	
21									1181·10			1181·30
22										1181·10	1181·20	
23									1181·10	1181·10	1181·20	
24												
25									1181·10	1181·10	1181·30	
26										1181·10		
27									1181·10		1181·30	
28												1181·30
29												
30												
31												

Elevations of Tea Lake, Algonquin Park, Ont., during 1906.

Table No. 34.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	1182·00				1184·60	1183·50						
2			1183·20							1180·60	1181·00	
3		1182·90		1184·20			1182·40	1181·20				
4					1184·50				1180·90			
5	1182·00					1183·30				1180·60		
6		1182·90	1183·60	1184·30			1182·20				1181·00	
7								1181·10	1180·90			
8	1182·00		1183·90		1184·30	1183·40						
9		1182·90								1180·60	1180·90	
10				1184·20			1182·00	1181·10				
11					1184·30				1180·80			
12	1182·00	1182·90				1183·20	1181·95			1180·70		
13			1184·00	1184·10							1180·90	
14								1181·10	1180·80			
15					1184·20	1183·00						
16			1184·10							1180·80	1180·90	
17		1183·40		1184·10			1181·80	1181·10				
18					1184·10				1180·70			1180·90
19						1182·80				1180·80		
20	1182·00	1183·60	1184·10	1184·80			1181·60				1180·90	
21								1181·00	1180·70			1180·90
22					1183·90	1182·80						
23		1183·60	1184·10							1180·80	1181·00	
24	1182·20		1184·10				1181·40	1181·00				
25					1183·80				1180·70			
26						1181·80				1180·90		1180·90
27		1183·60	1184·10				1181·30				1181·00	
28								1181·10	1180·60			
29					1183·60	1182·60						1181·30
30	1182·50		1184·10							1181·00	1181·00	
31	1182·60							1181·00				

SESSIONAL PAPER No. 19a

ELEVATIONS of Manitou Lake, Algonquin Park, Ont., during 1905.

TABLE No. 35.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1										1123·15	1123·35	
2										1123·15	1123·35	1123·15
3										1123·15		
4										1123·05	1123·35	
5												1123·45
6											1123·45	
7									1123·15	1123·05	1123·35	1123·45
8									1123·15	1123·05	1123·35	
9									1123·15		1123·35	
10										1123·05		
11									1123·25	1123·05		1123·45
12									1123·25	1123·35	1123·35	
13									1123·25	1123·35	1123·35	1123·45
14												
15												
16												
17												
18												
19												
20												
21												
22												
23												
24												
25												
26												
27												
28												
29												
30												
31												

ELEVATIONS of Manitou Lake, Algonquin Park, Ont., during 1906.

TABLE No. 36.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	1123·35				1126·85	1126·15						
2			1123·05								1122·25	
3		1124·05		1124·45			1124·95	1123·35				
4					1127·05				1122·25			1123·05
5	1123·35					1125·85						
6		1124·05	1124·05	1124·65			1124·75				1122·35	
7								1123·25	1122·15			1123·05
8	1123·35		1124·05		1127·05	1126·05						
9		1123·55									1122·45	
10				1125·05			1124·45	1122·85				
11					1126·85				1122·05			1123·15
12	1223·35	1123·15				1125·85	1124·35			1122·05		
13			1123·45	1125·15							1122·45	
11								1122·75	1122·05			1123·25
15					1126·85	1125·75						
16	1123·35		1123·45							1122·05	1122·45	
17		1123·55		1125·65			1124·15	1122·65				
18					1126·85							1123·25
19						1125·55				1122·05		
20	1123·35	1123·55	1123·15	1125·85			1124·05				1122·45	
21								1122·45				1123·35
22					1126·55	1125·45						
23		1123·55	1123·15							1122·05	1122·55	
24	1123·35		1124·35	1126·35			1123·85	1122·35				
25					1126·45							
26						1125·25				1122·15		1123·45
27	1123·45	1123·55	1124·35	1126·15			1123·55				1122·85	
28								1122·25				
29					1126·25	1125·15						1123·55
30	1123·55		1124·35	1226·75						1122·25	1122·85	
31							1123·15	1122·25				

ELEVATIONS og Kioshkoquin Lake, Algonquin Park, Ont., during 1905.

TABLE No. 37.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1											988·70	988·90
2										988·80		
3									990·00		988·70	
4												988·90
5												
6										988·65	988·70	988·95
7												
8											988·80	989·00
9										988·55		
10									988·60		988·80	
11										988·55		989·05
12												
13										988·55	988·80	989·05
14									988·80			
15											988·80	989·00
16									989·00	988·55		
17											988·80	
18									988·20	988·60		989·05
19												
20									988·30	988·60	988·80	989·10
21												
22											988·80	989·20
23										988·60		
24											988·80	
25									988·30	988·70		989·20
26												
27									988·20	988·75	988·85	989·20
28												
29									988·90	988·75	988·90	989·15
30												
31												

ELEVATIONS of Kioshkoquin Lake, Algonquin Park, Ont., during 1906.

TABLE No. 38.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	989·15					991·60		988·45		987·40		
2		989·05	989·10	989·10	991·55		989·45				987·15	
3	989·10							988·15	987·85	987·35		987·30
4				989·15	991·30	990·50	989·20					
5	989·10	989·10	989·60						987·85	987·30	987·15	987·30
6				988·90		990·15	988·75	987·75				
7		989·10	989·15		991·05				987·85		987·10	987·45
8	989·10					990·05		987·65		987·30		
9		989·10	989·15	989·00	991·10		988·90				987·10	
10	989·10							987·55	987·85	987·30		987·50
11				989·15	991·05	989·90	989·00					
12	989·10	989·10	989·10						987·85	987·25	987·10	987·50
13				989·40		990·25	989·30	987·40				
14		989·60	989·10		991·05				987·80		987·10	987·55
15	989·10							987·45		987·10		
16		989·60	989·10	990·00	991·05	991·00	989·50				987·10	
17	989·20							987·50	987·75	987·10		987·60
18				990·40	991·10	991·90	989·40					
19	989·30	989·40	989·05						987·70	987·15	987·10	987·65
20				990·80		991·00	989·25	987·60				
21		989·90	989·00		991·40				987·65		987·10	987·65
22	989·10							987·60		987·15		
23		989·90	989·05	990·95	991·20	990·20	989·10				987·15	
24	989·00							987·65	987·65	987·10		987·65
25				990·85	991·15	990·55	989·00					
26	989·05	989·20	989·05						987·50	987·10	987·20	987·65
27				990·95		990·40	988·85	987·75				
28		989·15	989·15		991·40				987·45		987·30	987·65
29	989·10					990·00		987·80		987·15		
30			989·10	991·40	991·00		988·90				987·30	
31	989·10							987·80		987·15		987·70

Elevations of Amable du Fond River, at Booth's Farm, during 1905.

Table No. 39.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1								753·20		751·60	751·60	752·00
2								753·50	751·20	751·65	751·60	752·10
3								752·50	752·00	751·60	751·60	752·20
4								752·20	752·20	751·50	751·55	752·20
5								752·50	752·20	751·45	751·55	752·20
6								752·00	752·00	751·40	751·50	752·10
7								752·10	751·90	751·40	751·60	752·00
8							753·90	752·20	751·70	751·30	751·60	751·80
9								752·10	751·50	751·30	751·60	751·70
10								752·20	752·10	751·30	751·60	751·70
11								752·40	752·20	751·35	751·60	751·60
12								752·50	752·15	751·45	751·60	751·70
13								752·50	752·10	751·40	751·50	751·60
14							753·90	752·40	752·05	751·40	751·50	751·60
15							753·70	752·45	752·05	751·30	751·55	751·60
16							753·20	753·30	751·50	751·30	751·60	751·60
17							753·10	752·20	751·40	751·40	751·60	751·70
18							753·20	752·35	751·70	751·50	751·60	751·80
19							753·30	752·35	752·00	751·75	751·60	751·80
20							753·10	752·40	752·00	751·80	751·60	751·80
21							753·00	752·35	751·70	751·80	751·55	751·90
22							753·00	752·40	751·20	751·70	751·55	751·90
23							753·20	752·45	751·80	751·80	751·55	751·90
24							753·20	752·45	751·70	751·80	751·60	751·90
25							753·00	752·00	751·60	751·80	751·80	752·00
26							752·90	752·00	751·95	757·75	751·80	752·00
27							752·70	752·00	751·80	751·70	751·80	752·00
28							752·65	751·80	751·80	751·60	751·80	752·00
29							752·50	752·00	751·60	751·60	751·80	752·00
30							752·40	751·90	751·60	751·70	751·90	752·00
31							752·30	751·30		751·70		752·00

Elevations of Amable du Fond River, at Booth's Farm, during 1906.

Table No. 40.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	752·00	752·40	752·30	752·40	754·25	755·00	754·20	752·75	750·30	750·55	750·50	750·65
2	752·00	752·40	752·30	752·30	754·75	754·80	753·90	752·45	750·25	750·50	750·50	751·20
3	752·00	752·45	752·25	752·30	756·55	751·70	754·70	752·30	750·20	750·50	750·45	751·15
4	752·00	752·40	752·30	752·10	756·40	755·55	753·70	752·10	750·10	750·50	750·50	751·10
5	752·00	752·30	752·40	752·00	756·25	755·20	753·60	752·00	750·10	750·50	750·45	751·05
6	752·05	752·30	752·40	751·70	756·25	755·20	753·30	751·90	750·10	750·50	750·45	751·00
7	752·05	752·30	752·40	751·50	756·30	754·95	750·85	751·75	750·00	750·60	750·45	750·95
8	752·05	752·30	752·40	751·20	755·10	755·25	750·85	751·60	750·80	750·70	750·45	750·90
9	752·05	752·30	752·35	751·20	754·70	755·00	750·80	751·60	750·70	750·90	750·50	750·95
10	752·05	752·30	752·30	751·20	754·70	754·25	750·75	751·70	750·60	750·75	750·45	751·00
11	752·05	752·30	752·35	751·25	754·70	754·85	750·75	751·70	750·60	750·60	750·50	751·00
12	752·10	752·30	752·35	751·30	754·70	754·75	750·85	751·70	750·60	750·55	750·45	751·00
13	752·10	752·30	752·35	751·35	755·00	752·00	750·85	751·55	750·60	750·50	750·50	751·00
14	752·00	752·35	752·40	751·50	754·90	751·35	750·85	751·55	750·55	750·45	750·50	751·05
15	752·00	752·40	752·40	751·70	754·80	751·30	751·10	751·20	750·50	750·45	750·50	751·05
16	752·10	752·35	752·40	751·90	754·70	751·50	751·30	750·20	750·50	750·45	750·50	751·10
17	751·90	752·30	752·40	752·10	754·70	751·80	752·95	750·15	750·50	750·45	750·50	751·05
18	751·90	752·30	752·40	752·30	754·80	751·70	752·80	750·10	750·50	750·40	750·50	751·00
19	751·90	752·35	752·40	752·40	754·75	755·35	752·80	750·10	750·55	750·60	750·55	751·05
20	752·20	752·40	752·35	752·45	753·10	755·35	752·75	750·20	750·55	750·55	750·50	751·10
21	752·20	752·45	752·40	752·50	754·85	755·10	752·70	750·20	750·55	750·50	750·50	751·10
22	752·30	752·30	752·40	752·60	754·90	754·75	752·70	750·25	750·65	750·45	750·55	751·10
23	752·60	752·30	752·40	753·40	755·20	754·55	752·65	750·40	750·65	750·40	750·60	751·10
24	752·40	752·30	752·50	753·50	755·45	751·90	752·20	750·30	750·65	750·45	750·55	751·15
25	750·50	752·30	752·60	754·10	754·80	751·80	751·60	750·20	750·65	750·60	750·50	751·20
26	752·40	752·30	752·70	754·50	755·40	751·80	751·50	750·30	750·60	750·70	750·50	751·20
27	752·50	752·30	752·90	753·00	753·30	754·20	751·50	751·20	750·65	750·60	750·55	751·20
28	752·50	752·35	752·85	752·60	755·10	754·15	751·45	750·90	750·70	750·65	750·55	751·15
29	752·50		752·80	752·90	755·25	754·00	751·50	750·70	750·70	750·55	750·60	751·15
30	752·50		752·70	753·30	755·20	754·10	753·05	750·50	750·65	750·50	750·60	751·25
31	752·50		752·55		755·15		752·90	750·40		750·50		751·30

Elevations of Mattawa River above Plain Chant Chute, during 1906.

Table No. 41.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1							519·15	519·65	516·95	517·25	517·95	518·15
2							518·85	519·60	517·05	517·15	517·95	518·25
3						520·15	519·10	519·60	516·95	517·05	517·85	
4						519·85	519·10	519·50	517·05	517·05	517·85	
5						520·75	518·85	519·75	517·05	517·05	517·75	
6						519·95	518·85	519·65	517·05	516·95	517·65	
7						520·45	518·85	519·65	517·05	516·95	517·55	
8						520·45	518·75	519·85	517·05	516·75	517·55	
9						520·75	518·45	519·85	517·05	516·95	517·55	
10						520·45	518·15	519·65	517·05	517·15	517·45	
11						520·15	517·45	519·65	517·05	517·45	517·45	
12						520·45	517·75	519·85	517·05	517·45	517·55	
13						520·45	517·75	519·85	517·05	517·45	517·55	
14						519·85	517·85	518·45	517·25	517·45	517·45	
15						519·85	517·85	517·85	517·35	517·35	517·45	
16						519·75	517·85	517·15	517·25	517·25	517·35	
17						519·45	518·15		517·15	517·25	517·35	
18						520·75	518·75		517·05	517·25	517·25	
19						520·45	519·15	514·15	516·95	517·25	517·35	
20						520·75	519·15	514·50	516·65	517·25	517·25	
21						520·45	518·95	514·85	516·45	517·35	517·25	
22						519·85	518·95	515·15	516·35	517·35	517·45	
23						519·75	518·95	515·35	516·35	517·45	517·65	
24						519·60	519·45	515·85	516·35	517·45	517·65	
25						519·35	519·75	516·00	516·35	517·55	517·95	
26						519·35	519·45	516·15	516·35	517·55	517·95	
27						519·60	519·15	516·35	516·75	517·75	518·15	
28						519·60	518·15	516·60	517·15	517·85	518·25	
29						519·60	518·85	516·85	517·15	517·95	518·25	
30						519·35	519·35	516·95	517·25	518·05	518·25	
31							519·10	516·95		518·05		

Elevations of Mattawa River above Plain Chant Chute, during 1908.

Table No. 42.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						520·45	517·95					
2						520·45	517·95					
3						520·45						
4						520·25						
5						520·25						
6						520·25						
7						519·65						
8						519·45						
9					520·80	519·45						
10						519·65						
11					520·80	519·25						
12						519·15						
13					520·80	519·75						
14						519·75						
15					520·85	519·75						
16					520·80	519·75						
17						519·75						
18					520·95	519·75						
19					520·85	519·45						
20					520·75	519·35						
21					520·45	519·45						
22					520·35	519·35						
23					520·25	519·25						
24					520·05	519·05						
25					519·95	518·85						
26					519·85	518·35						
27					519·85	517·05						
28					519·95	516·45						
29					519·95	517·05						
30					520·05	117·45						
31					520·35							

SESSIONAL PAPER No. 19a

Elevations of Mattawa River below Plain Chant Chute, during 1906.

Table No. 43.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1							499·45	497·55	496·85	496·85	497·05	497·05
2							499·45	497·55	496·95	496·95	497·05	197·15
3						500·05	498·85	497·55	496·95	496·95	497·05	
4						499·75	498·55	497·55	496·85	496·85	497·05	
5						500·45	498·55	498·15	496·85	496·85	496·95	
6						500·45	498·55	497·95	496·85	496·85	496·95	
7						501·15	498·55	497·95	496·95	496·95	496·95	
8						501·15	498·45	498·15	496·95	496·95	496·95	
9						501·45	498·35	498·05	496·85	496·95	496·95	
10						501·55	498·15	498·05	496·85	496·95	496·95	
11						501·45	497·55	498·00	496·85	496·95	496·95	
12						501·55	497·45	498·25	496·85	496·95	496·95	
13						501·55	497·30	498·15	496·85	496·95	496·95	
14						501·45	497·30	499·15	496·95	496·95	496·95	
15						501·55	497·30	498·95	496·95	496·95	496·95	
16						501·55	497·05	498·15	496·95	496·85	496·95	
17						501·55	497·05	497·55	496·85	496·85	496·95	
18						501·15	497·30	497·15	496·85	496·85	496·95	
19						501·55	497·30	497·15	496·85	496·95	496·95	
20						501·45	497·30	496·55	496·85	496·95	496·95	
21						501·15	497·30	496·80	496·85	496·95	496·95	
22						501·15	497·55	496·95	496·85	496·95	496·95	
23						501·15	497·55	497·05	496·85	496·95	496·95	
24						501·15	497·55	496·90	496·85	496·95	496·95	
25						501·15	498·15	496·95	496·85	496·95	497·05	
26						500·85	497·85	496·95	496·85	496·95	497·05	
27						499·55	497·95	496·95	496·85	497·05	497·15	
28						499·55	498·55	496·95	496·85	497·05	497·15	
29						499·45	497·45	496·95	496·85	497·05	497·15	
30						499·45	497·55	496·95	496·85	497·05	497·15	
31							497·55	496·95		497·05		

Elevations of Mattawa River below Plain Chant Chute, during 1908.

Table No. 44.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						504·15	498·95					
2						504·20	498·65					
3						504·30						
4						504·40						
5						504·30						
6						504·20						
7						504·05						
8						504·15						
9					501·15	503·95						
10						503·90						
11					501·35	503·65						
12						503·20						
13					501·35	503·20						
14						502·90						
15					501·45	503·05						
16					501·45	502·95						
17						502·55						
18					503·55	502·55						
19					503·25	502·30						
20					503·45	502·05						
21					503·30	501·95						
22					503·20	501·70						
23					503·20	501·30						
24					503·45	501·15						
25					503·40	501·05						
26					503·30	501·25						
27					503·30	500·65						
28					503·45	500·55						
29					503·45	499·95						
30					503·65	499·65						
31					504 05							

Elevations of Ottawa River at Klock, Ont., during 1904.

Table No. 45.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1											482·10	481·50
2											482·10	481·40
3											481·90	481·35
4											481·80	481·25
5											481·75	481·20
6											481·70	481·10
7											481·70	481·05
8											481·70	481·00
9											481·70	480·90
10											481·70	480·85
11											481·80	.....
12											481·80	.....
13											481·80	.....
14											481·80	.....
15											481·80	.....
16											481·80	.....
17											481·85	.....
18											481·90	.....
19											481·90	.....
20											481·85	.....
21											481·80	.....
22											481·75	.....
23										482·30	481·70	.....
24										482·10	481·65	.....
25										482·15	481·60	.....
26										482·25	481·60	—....
27										482·30	481·60	.....
28										482·25	481·60	.....
29										482·10	481·60	.....
30										482·10	481·55	.....
31										482·10	.....	.....

Elevations of Ottawa River at Klock, Ont., during 1905.

Table No. 46.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1				477·40	481·30	484·80	481·30	480·10	478·55	477·35	.....	.....
2				477·50	481·50	485·00	481·05	479·95	478·55	477·35	.....	.....
3				477·50	482·10	485·00	481·00	479·90	478·60	477·30	.....	.....
4				477·60	482·80	484·80	480·95	479·85	478·60	477·20	.....	.....
5				478·00	483·00	484·70	480·80	479·80	478·65	477·15	.....	.....
6				478·30	483·20	484·65	480·65	479·70	478·60	476·95	.....	.....
7				478·40	483·60	484·60	480·65	479·55	478·50	476·90	.....	.....
8				478·40	483·80	484·50	480·60	479·40	478·45	476·95	.....	.....
9				478·20	484·50	484·30	480·60	479·25	478·45	476·95	.....	.....
10				478·30	484·80	484·10	480·65	479·10	478·40	477·05	.....	.....
11				478·20	484·90	484·05	480·60	479·05	478·35	477·10	.....	.....
12				478·90	484·70	483·80	480·65	479·10	478·30	477·15	.....	.....
13				479·10	484·60	484·00	480·65	479·05	478·25	477·20	.....	.....
14				479·40	484·60	484·30	480·50	479·05	478·15	477·15	.....	.....
15				479·20	484·80	484·00	480·60	479·10	478·15	477·10	.....	.....
16				479·20	485·20	483·75	480·55	479·05	478·10	476·90	.....	.....
17				479·20	485·40	483·60	480·40	478·95	478·00	477·10	.....	.....
18				479·20	485·80	483·40	480·55	478·90	477·95	477·30	.....	.....
19				479·10	485·90	483·15	480·50	478·80	477·00	477·55	.....	.....
20				479·10	486·00	483·00	480·50	478·60	477·75	477·60	.....	.....
21				479·20	485·90	482·90	480·40	478·55	477·70	477·70	.....	.....
22				479·20	485·60	482·80	480·30	478·50	477·65	477·65	.....	.....
23				479·30	485·60	482·65	480·30	478·55	477·60	.....	.....	.....
24				479·10	485·40	482·40	480·25	478·50	477·65	.....	.....	.....
25				479·10	485·20	482·25	480·30	478·90	477·60	.....	.....	.....
26				479·30	485·35	482·15	480·30	478·55	477·50	.....	.....	.....
27				479·60	485·30	482·00	480·25	478·55	477·45	.....	.....	.....
28				479·90	485·20	481·90	480·20	478·60	477·40	.....	.....	.....
29				480·00	485·10	481·70	480·20	478·50	477·35	.....	.....	.....
30				480·90	485·15	481·50	480·15	478·45	477·40	.....	.....	.....
31				.....	484·90	.....	480·10	478·60	.....	.....	.....	.....

SESSIONAL PAPER No. 19a

Elevations of Ottawa River at Klock, Ont., during 1906.

Table No. 47.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					486·90	488·05	485·55	479·90	477·70	476·10	476·20	477·30
2				478·65	487·05	488·05	485·35	479·90	477·70	475·90	476·20	477·30
3			478·30		487·25	488·05	484·95	479·90	477·60	475·90	476·20	477·20
4					487·50	487·75	484·75	479·90	477·50	475·90	476·10	477·20
5			478·30	478·65	488·15	487·75	484·55		476·70	475·80	476·10	477·20
6					488·30	487·55	484·35	479·90	476·30	475·80	476·50	477·20
7			478·15	478·50	488·50	488·05	483·95	479·90	476·10	475·80	476·60	477·20
8					488·80	487·95	483·80	479·80	476·00	475·90	476·70	477·20
9			478·15		489·10	487·95	483·40	479·70	476·10	475·90	476·80	477·20
10					489·30	488·05	483·20	479·60	476·20	476·00	476·90	477·20
11				477·65	489·25	488·05	483·10	479·50	476·30	476·10	476·90	477·20
12			477·65		489·70	488·15	482·70	479·40	476·30	476·10	477·00	477·20
13				477·80	489·90	488·35	482·10	479·30	476·40	476·20	477·00	477·20
14				477·80	489·55	488·55	481·50	479·20	476·40	476·10	477·00	477·20
15			477·65		489·35	488·85	481·20	479·20	476·40	476·10	477·00	477·20
16				478·50	489·25	488·95	481·10	479·10	476·40	476·00	477·00	477·20
17			477·55		489·25	488·85	480·70	478·90	476·40	475·90	477·10	477·20
18				479·05	489·25	488·85	480·70	478·80	476·40	475·80	477·10	477·20
19		479·05	477·55		489·25	489·25	481·20	478·70	476·40	475·80	477·10	477·20
20				480·15	489·15	487·95	481·10	478·40	476·40	475·80	477·10	477·20
21			477·65		489·05	487·95	481·10	478·40	476·40	475·75	477·10	477·20
22		479·05		481·75	488·85	487·85	480·90	478·30	456·40	475·80	477·10	477·20
23			477·65	482·05	488·85	487·75	480·70	478·30	476·40	475·80	477·10	477·20
24		478·30			488·85	487·55	480·70	478·20		475·80	477·20	477·20
25				482·40	488·75	487·15	480·50	478·10		475·80	477·20	477·20
26		478·30	478·00		488·75	486·85	480·30	478·00		475·80	477·20	477·20
27				482·90	488·65	486·55	480·10	478·00		478·80	477·30	477·20
28		478·25	478·00		488·55	486·35	479·90	477·90		475·90	477·30	477·20
29					488·55	486·05	479·90	477·90		475·90	477·30	477·20
30			478·05	486·75	488·45	485·85	479·90	477·80	476·10	476·40	477·30	477·20
31					488·05		479·90	477·80		476·20		477·20

Elevations of Ottawa River at Klock, Ont., during 1908.

Table No. 48.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					484·55	492·05	486·85					
2					484·75	492·45						
3					484·65	492·15						
4					484·75	492·15						
5					484·55	492·15						
6					484·55	491·95						
7					484·75	491·75						
8					485·25	491·65						
9					486·55	491·65						
10					487·15	491·65						
11					487·85	491·55						
12					488·35	491·25						
13					489·25	491·05						
14					489·75	490·75						
15					489·95	490·75						
16					490·25	490·65						
17					490·35	490·45						
18					490·45	490·15						
19					490·65	489·95						
20					490·65	489·65						
21					490·85	489·55						
22					490·85	489·25						
23					490·90	489·05						
24					491·05	488·75						
25						488·55						
26					491·15	488·35						
27					491·15	487·95						
28					491·25	487·45						
29					491·25	487·25						
30					491·35	487·05						
31					491·75							

Elevations of Ottawa River at Klock, Ont., during 1909.

Table No. 49.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					482·90	495·80	486·80	482·50	481·00	480·80	480·80	480·40
2					483·05	495·00	486·80	482·50	481·00	480·80	480·80	480·30
3					483·35	494·90	486·50	482·50	481·00	480·80	480·90	480·30
4					483·50	494·50	486·20	482·30	480·90	480·80	480·90	480·30
5					483·70	494·60	485·80	482·20	481·00	480·90	480·90	480·30
6					483·80	494·25	485·60	482·20	481·00	480·80	480·90	480·25
7				477·65	484·00	493·80	485·30	482·20	481·00	480·80	480·90	480·25
8				477·75	484·15	493·55	485·10	482·10	481·00	480·80	480·90	480·25
9					484·30	493·35	484·80	482·10	481·00	480·80	480·90	480·20
10					485·90	492·80	484·60	482·10	481·00	480·80	480·80	480·15
11				478·30	486·35	492·40	484·30	482·00	481·00	480·80	480·80	480·10
12				478·60	486·90	492·25	484·10	481·90	481·00	480·80	480·80	480·05
13				478·75	487·35	491·90	484·70	481·70	481·00	480·80	480·80	480·05
14				478·95	487·90	491·70	484·50	481·60	480·90	480·70	480·70	480·05
15				479·10	488·60	491·20	484·40	481·70	480·90	480·70	480·70	480·05
16				479·30	489·40	491·00	484·20	481·80	480·90	480·60	480·70	480·00
17				479·45	490·60	490·75	484·00	481·80	480·90	480·60	480·70	480·00
18				479·85	490·85	490·50	483·90	481·60	480·90	480·70	480·70	479·95
19				480·30	492·25	490·25	....	481·60	480·90	480·80	480·70	479·95
20				480·45	493·60	490·00	...	481·70	480·90	480·80	480·70	479·95
21				480·60	494·10	489·75	....	481·50	480·80	480·90	480·70	479·90
22				480·80	494·60	489·40	483·30	481·40	480·70	481·00	480·70	479·85
23				480·95	495·10	489·10	482·60	481·30	480·60	481·10	480·70	479·75
24				481·60	495·40	488·85	483·00	481·30	480·60	481·10	480·70	479·65
25				482·10	495·70	488·45	483·20	481·20	480·60	481·10	480·60	479·55
26				482·25	496·10	488·20	483·00	481·10	480·60	481·10	480·60	479·45
27				482·25	.....	487·60	482·60	481·10	480·70	481·00	480·60	479·40
28				482·10	.....	487·35	482·50	481·10	480·70	481·00	480·45	479·35
29				482·55	.....	487·10	482·40	481·10	480·80	480·90	480·45	479·30
30				482·55	496·70	486·95	482·40	481·00	480·80	480·90	480·45	479·25
31				.....	496·30	.....	482·50	481·00	.....	480·80	.....	479·20

Elevations of Ottawa River at Klock, Ont., during 1910.

Table No. 50.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	479·00	478·20	478·55	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	479·05	478·25	478·60	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	479·10	478·20	478·65	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	479·15	478·25	478·70	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	479·20	478·25	478·75	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	479·25	478·25	478·80	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	479·30	478·25	478·85	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	479·35	478·25	478·85	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	479·40	478·25	478·85	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	479·45	478·25	478·85	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	479·50	478·25	478·00	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	479·55	478·25	478·00	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	479·60	478·30	478·00	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	479·65	478·30	476·90	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	479·70	478·30	477·40	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	479·80	478·35	477·20	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	479·80	478·35	477·25	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	479·85	478·35	477·30	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	479·85	478·35	477·35	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	479·00	478·35	477·40	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	479·00	478·35	477·40	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	477·90	478·45	477·45	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	477·90	478·45	477·45	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	478·00	478·45	477·45	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	478·05	478·45	477·50	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	478·05	478·45	477·55	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	478·10	478·50	477·40	.....	.....	.....	.....	.....	.....	.....	.....	.....
28	478·15	478·50	477·45	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	478·15	.....	477·45	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	478·20	.....	477·50	.....	.....	.....	.....	.....	.....	.....	.....	.....
31	478·20	.....	477·55	.....	.....	.....	.....	.....	.....	.....	.....	.....

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River at head of Rocher Capitaine Rapids, during 1905.

TABLE No. 51.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					445·30	447·30	441·70	441·00	442·50	441·50	441·90	
2					445·50	447·30	444·50	443·90	442·40	441·50	441·90	
3					445·80	447·30	444·40	443·90	442·40	441·40	441·90	
4					446·20	447·30	444·40	443·80	442·40	441·40	442·00	
5					446·50	447·20	444·40	443·70	442·40	441·40	442·00	
6					446·60	447·20	444·30	443·50	442·40	441·40	442·00	
7					446·70	447·10	444·20	443·30	442·40	441·40	442·00	
8					446·90	447·00	444·20	443·50	442·40	441·30	442·10	
9					447·30	446·90	444·20	444·30	442·30	441·30	442·10	
10					447·40	446·80	444·20	443·10	442·20	441·30	442·10	
11					447·50	446·70	444·20	443·00	442·20	441·30	442·10	
12					447·30	446·60	444·10	443·00	442·20	441·30	442·10	
13					447·40	446·60	444·20	443·00	442·20	441·30	442·10	
14				443·60	447·40	446·80	444·20	443·00	442·00	441·30	442·10	
15				443·70	447·30	446·90	444·20	443·00	442·10	441·30	442·10	
16				443·90	447·70	446·60	444·20	443·00	442·00	441·30	442·00	
17				443·90	447·90	446·50	444·20	442·90	442·00	441·20	442·00	
18				443·80	448·10	446·30	444·10	442·80	442·00	441·40	442·00	
19				443·70	448·30	446·10	444·10	442·70	442·00	441·60		
20				443·50	448·30	446·00	444·20	442·60	442·00	441·80		
21				443·50	448·30	445·90	444·20	442·50	441·90	442·00		
22				443·50	448·10	445·80	444·20	442·50	441·80	442·00		
23				443·50	448·10	445·70	444·20	442·50	441·80	442·00		
24				443·50	447·90	445·50	444·20	442·60	441·80	442·00		
25				443·50	447·70	445·30	444·10	442·60	441·80	442·00		
26				443·60	447·70	445·30	444·20	442·60	441·80	442·00		
27				443·80	447·70	445·30	444·20	442·60	441·70	442·00		
28				443·90	447·60	445·20	444·10	442·50	441·60	442·00		
29				444·20	447·50	445·00	444·00	442·50	441·60	442·00		
30				444·70	447·50	444·80	444·00	442·40	441·50	442·00		
31					447·40		444·00	442·50		441·90		

ELEVATIONS of Ottawa River at foot of McSorley's Rapids, during 195.

TABLE No. 52.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					396·30	399·80	396·20	394·80	392·80	391·50	392·15	392·40
2					396·80	399·80	396·00	394·70	392·75	391·45	392·10	392·30
3					397·20	399·90	395·90	394·50	392·75	391·40	392·15	392·20
4					397·60	399·70	395·60	394·45	392·70	391·40	392·15	392·20
5					398·10	399·60	395·50	394·40	392·70	391·35	392·15	392·20
6					398·40	399·50	395·30	394·20	392·70	391·30	392·25	392·20
7					398·60	399·45	395·30	393·90	392·65	391·25	392·25	392·10
8					398·85	399·40	395·20	394·00	392·65	391·15	392·25	392·05
9					399·30	399·30	395·20	393·80	392·65	391·10	392·25	392·05
10					399·70	399·25	395·10	393·65	392·60	391·05	392·30	392·00
11				393·60	399·90	399·10	395·00	393·45	392·60	391·10	392·40	392·00
12				393·85	399·90	399·10	394·95	393·50	392·60	391·10	392·35	391·95
13				394·30	399·85	399·05	394·85	393·40	392·60	391·20	392·35	
14				394·30	399·80	399·20	395·00	393·40	392·60	391·20	392·40	
15				394·45	399·80	399·40	394·95	393·40	392·55	391·25	392·40	
16				394·05	400·20	399·20	394·90	393·35	392·55	391·20	392·40	
17				394·35	400·50	398·90	395·00	393·30	392·50	391·15	392·30	
18				394·30	400·65	398·70	394·90	393·15	392·50	391·30	392·30	
19				394·25	400·80	398·40	394·95	393·10	392·50	391·55	392·30	
20				394·10	400·85	398·00	394·90	393·05	392·45	391·90	392·25	
21				394·10	400·85	397·90	395·00	393·00	392·35	392·10	392·15	
22				394·10	400·70	397·70	395·10	393·00	392·30	392·35	392·10	
23				394·10	400·60	397·55	395·10	392·95	392·20	392·55	392·05	
24				394·50	400·40	397·15	395·10	392·95	392·10	392·50	392·05	
25				394·10	400·25	397·30	395·10	392·90	392·00	392·40	392·00	
26				394·30	400·30	397·00	395·20	392·90	391·90	392·35	392·10	
27				394·50	400·30	397·00	395·30	392·90	391·80	392·30	392·30	
28				394·70	400·20	396·90	395·20	392·90	391·70	392·25	392·45	
29				395·15	400·10	396·80	395·00	392·85	391·60	392·20	392·50	
30				395·40	400·00	396·40	395·00	392·85	391·55	392·20	392·45	
31					399·95		394·95	392·80		392·20		

Elevations of Ottawa River at foot of McSourley's Rapids, during 1906.

Table No. 53.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						402·65	400·65	394·65	391·30	389·50	390·20	391·20
2					401·45	402·55	400·45	394·55	391·35	389·45	390·20	391·10
3					401·65	402·35	400·05	394·45	391·20	389·40	390·20	391·10
4					401·95	402·25	399·75	394·35	391·00	389·35	390·20	391·15
5					402·35	402·05	399·45	394·15	390·90	389·30	390·25	391·15
6					402·75	402·15	399·25	394·05	390·80	389·25	390·35	391·10
7					403·15	402·25	398·95	393·95	390·70	389·30	390·45	391·10
8					403·25	402·65	398·75	393·85	390·60	389·35	390·50	
9					403·65	402·85	398·45	393·75	390·50	389·40	390·60	
10					403·85	403·00	398·25	393·70	390·40	389·40	390·70	
11					403·95	403·05	397·95	393·65	390·30	389·45	390·75	
12					403·85	403·15	397·65	393·65	390·20	389·50	390·80	
13					404·05	403·15	397·25	393·55	390·10	389·50	390·95	
14					404·25	403·15	397·05	393·45	390·10		391·00	
15					404·15	403·05	396·85	393·45	390·10		391·00	
16					403·95	403·05	396·65	393·40	390·00		391·00	
17					403·90	403·05	396·55	393·35	389·90		390·95	
18					403·95	403·05	396·35	393·30	389·80	389·20	391·00	
19					403·85	402·95	396·20	393·25	389·70	389·10	391·00	
20					403·85	402·75	396·05	393·25	389·75	389·10	391·05	
21					403·65	402·55	395·95	393·20	389·75	389·10	391·00	
22					403·45	402·35	395·85	393·15	389·75	389·10	391·10	
23					403·45	402·25	395·65	393·15	389·80	389·25	391·15	
24					403·35	402·05	395·55	393·15	389·80	389·20	391·05	
25					403·35	401·85	395·45	393·10	389·75	389·30	391·05	
26					403·50	401·65	395·35		389·70	389·40	391·10	
27					403·50	401·25	395·25		389·60	389·45	391·15	
28					403·25	401·05	395·05		389·50	389·55	391·30	
29					403·15	400·85	394·95		389·40	389·60	391·30	
30					403·00	400·65	394·85	391·40	389·45	389·85	391·30	
31					402·85		394·75	391·35		390·00		

Elevations of Petawawa River above C. P. Ry. Bridge, during 1905.

Table No. 54.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					439·25	439·95	440·05	439·75	438·55		438·60	
2					439·25	439·90		439·70	438·60	438·00	438·60	
3					439·25	439·85	440·10	439·65		437·95	438·60	
4					439·25		440·15	439·55	438·25	437·95	438·60	
5				441·05	439·40	439·90	440·15	439·30	438·30	437·95		
6				441·25	439·55	440·00	440·10		438·35	437·90	438·60	
7				441·45		440·15	440·05	439·30	438·30	437·85	438·65	
8				441·45	439·65	440·20	440·45	439·25	438·30		438·65	
9					439·75	440·25		439·25	438·30	437·80	438·65	
10				439·75	439·80	440·30	440·05	439·25		437·80	438·65	
11				439·75	439·85		439·95	439·20	438·30	437·80	438·65	
12				439·75	440·05	440·25	439·75	439·20	438·35	437·75	438·60	
13				439·75	440·05	440·25	439·80		438·35	437·75	438·60	
14				439·80		440·35	439·85	439·00	438·30	437·75	438·55	
15				439·75	440·10	440·50	439·90	438·90	438·30		438·55	
16					440·15	440·65		438·85	438·35	437·85		
17				439·65	440·20	440·70	439·85	438·80		437·90		
18				439·65	440·25		439·80	438·75	438·40	438·05		
19				439·60	440·30	440·65	439·75	438·70	438·40	438·20		
20				439·55	440·40	440·65	439·75		438·40	438·35		
21				439·50		440·45	439·70	438·65	438·40	438·45		
22				439·35	440·65	440·25	439·65	438·60	438·40			
23					440·60	440·15		438·55	438·45	438·50		
24				439·35	440·55	440·05	439·65	438·50		438·50		
25				439·35	440·35		439·75	438·45	438·30	438·50		
26				439·25	440·35	440·05	439·80	438·40	438·30	438·55		
27				439·25	440·35	440·15	439·85		438·25	438·60		
28				439·25		440·15	439·85	438·40	438·20	438·60		
29				439·25	440·25	440·05	439·95	438·40	438·15			
30					440·20	440·05		438·45	438·05	438·60		
31					440·00		439·95	438·50		438·60		

SESSIONAL PAPER No. 19a

Elevations of Petawawa River above C. P. Ry. Bridge, during 1908.

Table No. 55.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						441·10						
2						441·05						
3						440·95						
4					441·50	440·85						
5					441·50	440·85						
6					441·45	440·85						
7					441·50							
8					441·85	440·85						
9					442·50	440·75						
10						440·65						
11					442·55	440·35						
12					442·75	440·45						
13					442·75	440·45						
14					442·60							
15					442·60	440·55						
16					442·60	440·65						
17						440·55						
18					442·50	440·55						
19					442·50	440·55						
20					442·25	440·45						
21					441·95							
22					441·60	440·35						
23					441·45	440·35						
24						440·25						
25					441·35	440·05						
26					441·15	439·85						
27					441·05	439·55						
28					440·95							
29					440·95							
30					440·95							
31												

Elevations of Petawawa River above C. P. Ry. Bridge, during 1909.

Table No. 56.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						441·35	440·35		439·35	439·25	438·80	438·95
2						441·25	440·35	440·85	439·50	439·25	438·75	439·05
3					440·70	441·05	440·35	440·65	439·50		438·70	438·95
4					440·60	440·85		440·45	439·50	439·20	438·70	438·85
5					440·65	440·75	440·25	440·35		439·20	438·70	
6					440·70		440·25	440·25		439·15	438·70	438·75
7					440·85	440·45	440·20	440·10	439·35	439·15		438·75
8					441·00	440·35	440·20		439·35	439·15	438·65	438·65
9						440·35	440·15		439·35	439·10	438·65	438·65
10					441·35	440·25	440·15		439·50		438·65	438·60
11					441·45	440·15			439·50	439·05	438·70	438·55
12					442·65	440·15	440·05			439·05	438·75	
13					442·70		440·05		439·50	439·05	438·80	438·55
14					442·65	440·05	440·05		439·50	439·05		438·55
15					442·70	440·05	440·00		439·35	439·00	438·85	438·50
16						440·10	440·00		439·35	439·00	438·90	438·50
17					443·45	440·10	439·95		439·35		438·95	438·45
18					443·50	440·25			439·35	438·95	438·95	438·45
19					443·35	440·45	440·05			438·95	439·05	
20				440·65	443·30		440·15		439·35	438·95	439·05	
21				440·70	443·25	440·55	440·15		439·35	438·90		
22				440·70	443·25	440·55	440·25			438·90	438·95	
23				440·95		440·55	440·25	439·60	439·35	438·90	439·05	
24				441·05	442·75	440·55	440·45	439·60	439·35		439·05	
25					442·25	440·45		439·55	439·35	438·85	439·05	
26				440·95	441·75	440·35	441·35	439·55		438·85	438·95	
27				440·90	441·65		441·45	439·50	439·35	438·85	438·95	
28				440 85	441·85	440·35	441·45	439·45		438·85		
29					441·70	440·45	441·15		439·35	438·80	438·95	
30						440·45	440·95	439·35		438·80	438·95	
31					441·55		440·85	439·35				

ELEVATIONS of Petawawa River above C. P. Ry. Bridge, during 1910.

TABLE No. 57.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1		438·20	438·10									
2		438·20	438·10									
3		438·20	438·10									
4	438·10	438·20	438·10									
5	438·10	438·30	438·10									
6	438·00	438·30	438·10									
7	438·00	438·30	438·10									
8	438·10	438·30	438·10									
9	438·10	438·30	438·10									
10	438·10	438·30	438·20									
11	438·10	438·30	438·20									
12	438·10	438·30	438·20									
13	438·10	438·30	438·20									
14	438·10	438·30	438·20									
15	438·10	438·30	438·20									
16	438·10	438·40	438·20									
17	438·10	438·40	438·20									
18	438·10	438·40	438·10									
19	438·10	438·40	438·20									
20	438·10	438·40	438·20									
21	438·20	438·40	438·40									
22	438·30	438·40	438·50									
23	438·30	438·30	438·60									
24	438·20	438·30	439·10									
25	438·20	438·20	439·10									
26	438·20	438·20	439·30									
27	438·20	438·20	439·60									
28	438·20	438·10	440·10									
29	438·20		440·30									
30	438·20		440·50									
31	438·20		440·80									

ELEVATIONS of Ottawa River at Pembroke, Ont., during 1905.

TABLE No. 58.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					366·70	368·00	366·70	366·35	365·50		365·60	365·60
2					366·70	368·15		366·35	365·50	365·40	365·50	365·60
3			364·65		366·95	368·05	366·50	366·35		365·40	365·70	
4				365·65	367·10		366·40	366·20	365·65	365·40	365·60	365·60
5				365·80	367·25	368·00	366·40	366·10	365·65	365·50		365·55
6				365·95	367·35	368·00	366·40		365·70	365·40	365·60	365·55
7			364·50	366·10		368·00	366·35	366·10	365·75	365·35	365·60	365·60
8				366·15	367·65	368·00	366·35	366·10	365·70		365·60	365·55
9					367·90	368·00		366·00	365·70	365·40	365·60	365·55
10			364·45	366·15	367·95	367·90	366·35	365·95		365·45	365·60	
11				366·15	368·05		366·35	365·90	365·75	365·35	365·60	365·70
12				366·15	368·10	367·90	366·35	365·90	365·60	365·40		365·60
13				366·35	368·20	367·85	366·30		365·70	365·50	365·60	365·50
14		364·70	364·40	366·35		367·90	366·30	365·85	365·60	365·50	365·60	365·40
15				366·40	368·25	367·90	366·25	365·70	365·60		365·60	365·40
16					368·25	367·90		365·60	365·70	365·50	365·65	365·40
17		364·65	364·40	366·40	368·30	367·85	366·30	365·55		365·50	365·60	
18				366·40	368·50		366·30	365·60	365·75	365·40	365·60	365·40
19				366·40	368·60	367·65	366·35	365·40	365·70	365·40		365·35
20				366·30	368·70	367·65	366·25		365·80	365·40	365·60	365·35
21		364·65	364·35	366·15		367·35	366·20	365·50	365·70	365·30	365·60	365·30
22				366·15	368·60	367·30	366·20	365·70	365·60		365·60	365·25
23					368·55	367·30		365·90	365·60	365·75	365·60	365·25
24		364·65		366·15	368·40	367·20	366·30	366·10		365·85	365·60	
25			364·35	366·20	368·30		366·40	365·90	365·70	365·80	365·60	365·25
26				366·15	368·40	367·35	366·35	365·85	365·40	365·70		365·25
27				366·15	368·35	367·15	366·35		365·35	365·80	365·60	365·25
28		364·65	364·45	366·15		367·00	366·35	365·55	365·35	365·80	365·60	365·25
29				366·40	368·25	366·85	366·35	365·50	365·35		365·60	365·25
30					368·25	366·75		365·45	365·35	365·60	365·60	365·25
31			364·90		368·20		366·40	365·45		365·60		

SESSIONAL PAPER No. 19a

Elevations of Ottawa River at Pembroke, Ont., during 1906.

Table No. 59.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	365·25	365·40				369·05		366·20	365·70	365·15	365·70	366·20
2	365·25	365·55				369·00	368·05	366·10		365·05	364·85	365·15
3	365·25	365·55					367·90	366·00	365·80	364·90	364·90	365·15
4	365·25					368·95	367·80	365·95	365·80	364·80		365·15
5	365·25					368·90	367·75		365·70	364·70	365·00	365·15
6	365·25					368·80	367·60	365·10	365·70	364·75	365·00	365·15
7						368·80	367·50	365·05	365·70		365·00	
8	365·25					368·80		365·05	365·70	364·70	365·00	365·15
9	365·20					368·75	369·05	365·00		364·70	365·00	365·15
10	365·20				369·40		369·00	365·00	365·70	364·70	365·05	365·15
11	365·15				369·50	369·20	368·95	365·40	365·70	364·75		365·15
12	365·15				369·60	369·10	369·00		365·60	364·70	365·05	365·15
13	365·15					369·20	369·00	365·40	365·70	364·70	365·05	365·15
14					369·70	369·25	368·95	365·25	365·70		365·05	
15	365·20				369·80	369·20		365·25	365·70	364·70	365·10	365·10
16	365·20				369·85	369·10	369·00	365·15		364·70	365·10	365·10
17	365·15				369·80		368·95	365·10	365·70	364·70	365·10	365·05
18	365·15				369·70	367·95	368·80	365·10	365·70	364·70		365·00
19	365·15				369·65	367·95	368·85		365·70	364·80	366·05	364·95
20	365·15					368·00	368·70	365·40	365·70	364·75	366·10	364·95
21					369·50	367·95	368·65	365·50	365·80		366·10	
22					369·40	367·90		365·55	365·80	364·75	366·10	364·95
23					369·40	367·95	367·30	365·60		364·70	366·15	365·00
24	365·20				369·50		367·20	365·65	365·60	364·75	366·15	365·00
25	365·15				369·40	367·95	367·00	365·70	365·50	364·80		365·00
26	365·15				369·40	368·00	366·70		365·40	364·75	366·15	365·05
27	365·15					368·05	366·60	365·70	365·35	364·75	366·15	365·00
28	365·15				369·40	368·10	366·50	365·70	365·25		366·20	
29	365·15				369·40	368·20		365·70	365·15	364·75	366·15	365·10
30	365·25				369·20	368·30	366·30	365·70			366·15	
31	365·25				369·15		366·25	365·80		365·75		

Elevations of Black River at High Falls, during 1905.

Table No. 60.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					4·68	4·70	3·75	2·90	2·24		3·00	
2					4·72	4·92		2·90	2·28	2·65	2·99	
3					4·51		3·50	2·82		2·64	2·98	
4					4·60		3·30	2·80	2·29	2·57	2·98	
5					4·52	4·50	3·28	2·70	2·30	2·57		
6						4·27	3·20		2·40	2·56	2·97	
7						4·20	3·18	2·75	2·40	2·55	2·95	
8					4·58	4·40	3·18	2·70	2·52		2·93	
9					4·86	4·35		2·69	2·60	2·58	2·91	
10					5·19		3·18	2·64		2·60	2·91	
11					4·92		3·14	2·60	2·61	2·64	2·90	
12					5·00	3·90	3·00	2·58	2·63	2·69		
13						3·85	3·10		2·63	2·78	2·89	
14						4·25	3·14	2·56	2·64	2·80	2·91	
15					5·20	4·62	3·16	2·54	2·66		2·88	
16					5·00	3·89		2·54	2·69	2·90		
17					5·30		3·16	2·50		3·20		
18					5·34		3·14	2·48	2·70	3·34		
19					5·46	4·00	3·15	2·45	2·75	3·46		
20						3·90	3·13		2·79	3·56		
21						3·90	3·12	2·44	2·82	3·60		
22					4·62	3·75	3·00	2·41	2·88			
23					4·45	3·50		2·40	2·90	3·56		
24					4·50	3·54	2·95	2·36		3·50		
25					4·30		2·83	2·21	2·85	3·42		
26				4·00	4·45	3·40	3·08	2·20	2·82	3·38		
27				4·08		3·47	3·08		2·80	3·34		
28				4·14		3·60	3·09	2·20	2·78	3·28		
29					4·60	3·65	3·10	2·20	2·70			
30					4·53	3·63		2·21	2·65	3·18		
31					4·43		3·00	2·22		3·10		

Elevations of Black River at High Falls, during 1909.

Table No. 61.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						5·30	4·00	4·10	3·55	2·60	2·95	3·20
2						5·30	4·00	4·10	3·55	2·60	2·95	3·20
3						5·30	4·00	4·10	3·55	2·60	2·95	3·25
4						5·30	4·00	4·10	3·55	2·65	2·95	3·25
5						5·25	4·00	4·05	3·55	2·65	2·95	3·25
6						5·30	4·00	4·05	3·50	2·65	2·95	3·35
7						5·30	4·00	4·05		2·65	2·95	3·35
8						5·25	4·00	4·05	3·50	2·65	2·95	3·35
9						5·25	3·90	4·00	3·50	2·70	3·00	3·35
10						5·05	4·00	4·00	3·50	2·70	3·00	3·35
11						5·05	4·00	3·95	3·50	2·70	2·95	3·40
12						5·05	4·00	3·95	3·50	2·70	2·95	3·40
13						5·00	3·95	3·85	3·45	2·70	2·95	3·40
14						5·00	3·95	3·85	3·45	2·75	2·95	3·40
15						5·00	3·95	3·80	3·45	2·75	2·95	3·40
16						4·90	3·95	3·75	3·40	2·75	2·95	3·40
17					5·50	5·00	3·85	3·70	3·30	2·75	2·95	3·40
18					5·55	4·90	3·85	3·70	2·85	2·75	3·00	3·40
19					5·60	4·80	3·90	3·70	2·75	2·75	3·00	3·40
20					5·70	4·80	3·85	3·70	2·75	2·80	3·05	3·45
21					5·70	4·70	3·80	3·70	2·75	2·80	3·05	3·45
22					6·00	4·65	3·70	3·70	2·70	2·80	3·05	3·45
23					6·50	4·60	3·90	3·65	2·70	2·85	3·10	3·45
24					6·50	4·55	3·90	3·65	2·70	2·85	3·10	3·45
25					6·40	4·55	3·95	3·65	2·70	2·90	3·10	3·45
26					6·20	4·50		3·65	2·65	2·90	3·15	3·40
27					6·00	4·40	4·55	3·65	2·65	2·90	3·15	3·40
28					5·90	4·30	5·00	3·65	2·65	2·90	3·20	3·40
29					5·70	4·20	5·30	3·65	2·65	2·95	3·20	3·40
30					5·30	4·00	5·85	3·60	2·60	2·95	3·20	3·40
31					5·30		6·00	3·60		2·95		3·40

Elevations of Black River at High Falls, during 1910.

Table No. 62.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	3·40	3·15	3·00	4·90	4·00	4·65	3·60					
2	3·40	3·10	3·20	4·90	4·00	4·65	3·60					
3	3·40	3·10	3·20	4·95	4·00	4·70	3·65					
4	3·35	3·10	3·25	4·95	4·00	4·75	3·65					
5	3·35	3·10	3·25	4·95	3·05	4·80	3·65					
6	3·35	3·10	3·30	4·95	3·15	4·80	3·60					
7	3·35	2·90	3·30	5·00	3·25	5·00	3·60					
8	3·30	2·90	3·35	5·00	3·05	5·00	3·60					
9	3·30	3·00	3·40	5·00	3·05	4·90	3·50					
10	3·25	2·95	3·45	5·00	3·05	4·75	3·50					
11	3·25	2·95	3·45	5·10	3·05	4·70	3·50					
12	3·25	2·95	3·50	5·15	3·05	4·40	3·50					
13	3·25	2·90	3·55	5·15	3·05	4·00	3·45					
14	3·25	2·90	3·80	5·15	3·05	4·00	3·45					
15	3·25	2·90	3·85	5·20	3·05	4·60						
16	3·25	2·90	3·90	5·20	3·05	4·60						
17	3·20	2·85	4·10	5·55	3·05	4·45						
18	3·20	2·85	4·30	5·55	3·10	4·30						
19	3·20	2·85	4·35	5·60	3·10	4·00						
20	3·20	2·85	4·40	5·50	3·10	4·00						
21	3·20	2·85	4·45	5·50	4·00							
22	3·20	2·85	4·55	5·45	4·00							
23	3·20	2·90	4·55	5·30	4·30							
24	3·15	2·95	4·65	4·85	4·40							
25	3·15	2·95	4·75	4·80	4·55							
26	3·15	2·95	4·80	4·60	4·55							
27	3·15	3·00	4·80	4·00	4·60							
28	3·15		4·85	4·30	4·60							
29	3·15		4·85	4·00	4·60							
30	3·15		4·90	4·00	4·65							
31			4·90		4·65							

Elevations of Ottawa River at head of Coulonge Lake, during 1904.

Table No. 63.

	1894.		1895.		1896.		1897.		1898.		1899.		1900.		1901.		1902.		1903.		1904.	
	Day	Elev.	Day	Elev.	Day	Elev.	Day	Elev.	Day	Elev.	Day	Elev.	Day	Elev.	Day	Elev.	Day	Elev.	Day	Elev.	Day	Elev.
April.....	..	..	27	351·11	..	..	..	..	30	352·16	29	351·00	..	..	27	352·66	19	350·33	24	349·75	..	.
	...	...	..	.....	...	.....	...	.....	...	.....	...	.....	...	.....	..	..	26	350·75	...	.....	...	.....
May.....	..	..	1	352·16	2	353·37	1	351·00	7	351·75	6	356·41	10	351·33	1	353·33	3	351·58	1	350·08	14	351·08
	..	..	11	353·33	9	353·70	8	355·00	14	351·33	13	355·33	17	351·66	11	352·91	10	352·25	8	352·00	21	351·33
	..	..	18	353·16	16	353·00	15	351·75	21	350·66	20	351·16	26	350·66	18	352·33	17	352·16	15	352·50	28	351·33
	..	..	25	352·00	23	352·00	22	355·37	28	350·66	27	353·58	...	.....	25	352·00	24	351·66	22	352·08	..	...
	..	..	..	..	30	351·11	29	351·91	...	.....	..	.....	..	.....	..	..	31	351·58	29	351·33	..	.....
June.....	9	352·41	2	351·91	6	351·66	5	353·75	4	350·83	3	354·25	2	350·66	1	351·50	7	351·25	6	350·58	4	355·00
	16	351·16	9	352·75	13	351·33	12	351·50	11	350·08	10	353·25	9	350·75	8	351·75	14	351·16	13	349·83	11	356·00
	23	350·91	16	352·08	20	349·91	19	351·33	18	349·66	17	351·91	16	349·50	15	350·33	21	350·41	20	349·66	18	351·41
	30	350·00	23	351·08	27	348·91	26	351·41	25	348·66	24	351·08	23	348·25	22	349·25	28	350·33	27	350·25	25	353·16
	..	..	30	349·58	...	.....	..	..	..	..	..	.....	30	347·58	29	348·11	..	.....	..	.....	...	.....
July.....	7	349·75	7	348·83	4	348·08	3	350·08	2	349·58	1	350·00	7	348·33	6	347·25	5	350·41	4	350·00	2	351·91
	14	348·41	14	347·66	11	348·08	10	348·91	9	348·83	8	349·16	14	348·83	13	346·50	12	349·50	11	349·00	9	350·91
	21	347·33	21	346·75	18	347·66	17	348·08	16	348·00	15	349·50	21	349·66	20	345·83	19	349·00	18	347·83	16	349·91
	28	346·16	28	346·00	25	347·25	24	347·25	23	347·41	22	348·08	28	350·33	27	345·41	26	348·16	25	347·66	24	348·91
	..	..	..	..	...	..	31	347·16	30	346·66	29	347·50	..	.....	....	.....	..	.....	....	.....	31	347·75
August.....	4	345·50	4	345·66	2	346·83	7	346·66	6	346·33	5	346·83	4	349 91	3	345·16	2	347·83	1	347·16	7	347·00
	11	344·83	11	345·70	9	346·41	14	346·33	13	345·91	12	346·25	11	349·33	10	344·75	9	347·25	8	346·66	14	346·16
	18	344·58	18	345·91	16	346·08	21	346·50	20	345·58	19	345·58	18	348·91	17	344·33	16	346·75	15	346·58	21	345·83
	25	344·25	25	345·91	23	345·66	28	346·25	27	345·16	26	345·16	25	348·00	24	344·08	23	346·25	22	346·00	28	345·11
	...	.....	..	.....	30	345·33	...	.....	...	.....	...	.....	...	.....	31	343·91	30	345·50	29	345·58	...	.....
September.	1	343·83	1	345·66	7	345·08	4	345·31	3	344·75	2	344·83	1	347·16	7	343·50	5	345·00	5	345·58	4	345·16
	8	343·50	8	345·25	14	345·00	11	345·41	10	344·58	9	344·41	8	347·08	11	343·08	....	.....	12	345·33	11	345·08
	15	343·15	15	344·91	21	345·00	18	345·00	17	344·50	16	344·00	15	346·25	....	.....	....	.....	19	345·91	18	344·75
	22	343·41	22	344·66	28	344·91	25	344·83	24	344·50	23	344·25	22	346·83	....	.....	....	.....	26	346·16	25	344·91
	29	343·75	29	344·33	....	.....	....	.....	...	.....	30	344·91	29	346·91	....	.....	....	.....	....	.....	....	.....
October...	6	343·83	6	344·08	5	345·50	2	344·58	1	344·66	7	344·41	6	347·00	....	.....	....	.....	2	345·91	2	345·91
	13	344·08	13	344·08	12	345·25	9	344·33	8	344·83	14	344·41	13	347·25	....	.....	....	.....	9	346·33	9	346·33
	20	344·83	20	344·08	19	346·25	....	.....	....	.....	21	344·50	....	.....	....	.....	....	.....	....	.....	16	347·75
	27	345·41	....	.....	....	.....	....	.....	....	.....	28	344·50	....	.....	....	.....	....	.....	....	.....	23	347·91
	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	30	348·08
	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	6	347·66
	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	347·16

ELEVATIONS of Ottawa River at head of Coulonge Lake, during 1906.

TABLE No. 64.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1			344·90	345·20	349·90	352·00	351·10	346·00	343·70	342·8	342·90	343·8
2			344·90	345·30	350·20	351·90	350·80	345·90	343·70	342·8	342·90	343·8
3			344·80	345·30	350·60	351·80	350·50	345·90	343·60	342·8	343·00	343·8
4			344·80	345·40	350·80	351·60	350·20	345·80	343·60	342·7	343·00	343·8
5			344·80	345·40	350·90	351·50	350·00	345·80	343·50	342·6	343·00	343·8
6			344·80	345·50	351·10	351·40	349·70	345·70	343·40	342·6	343·00	343·8
7			344·80	345·50	351·90	351·50	349·50	345·70	343·30	342·6	343·05	343·8
8			344·80	345·50	352·00	351·70	349·80	345·60	343·20	342·7	343·05	343·9
9			344·80	345·50	352·20	351·90	349·10	345·50	343·20	342·6	343·10	343·9
10			344·80	345·50	352·40	352·10	348·90	345·50	343·20	342·5	343·10	344·0
11			344·80	345·50	352·50	352·20	348·70	345·40	343·10	342·5	343·15	344·0
12			344·80	345·50	352·70	352·30	348·50	345·30	343·10	342·6	343·15	344·0
13			344·80	345·60	352·80	352·30	348·30	345·20	343·10	342·7	343·15	344·0
14			344·80	345·60	352·90	352·30	348·10	345·10	343·00	342·7	343·2	344·0
15			344·70	345·80	353·00	352·20	347·90	345·00	343·00	342·7	343·2	344·0
16			344·60	346·00	353·10	352·20	347·70	344·90	343·00	342·7	343·3	344·0
17			344·60	346·20	353·10	352·10	347·60	344·80	343·00	342·7	343·3	344·0
18			344·50	346·40	353·10	352·10	347·50	344·70	342·90	342·7	.....	344·0
19			344·50	346·80	353·10	352·00	347·30	344·70	342·90	342·8	.....	344·0
20			344·50	347·50	353·00	352·00	347·10	344·60	342·8	342·8	343·3	344·0
21			344·50	347·80	352·90	351·90	347·00	344·50	342·8	342·8	343·5	344·0
22			344·50	348·20	352·80	351·90	346·90	344·40	342·8	342·8	343·5	343·90
23			344·50	348·60	352·60	351·80	346·80	344·40	342·7	342·8	343·5	343·90
24			344·40	348·80	352·50	351·80	346·70	344·30	342·7	342·8	343·5	343·90
25			344·40	349·00	352·50	351·70	346·60	344·20	342·7	342·8	343·6	343·8
26			344·50	349·20	352·50	351·70	346·50	344·20	342·7	342·8	343·6	343·8
27			344·70	349·40	352·40	351·60	346·40	344·10	342·7	342·8	343·6	343·9
28			344·90	349·50	352·40	351·60	346·30	344·00	342·7	342·85	343·6	343·70
29			345·00	349·60	352·30	351·50	346·20	344·00	342·7	342·85	343·6	343·7
30			345·10	349·70	352·20	351·40	346·10	343·90	342·8	342·85	343·6	343·7
31			345·20	.....	352·10	..	346·00	343·80	..	342·90	.....	343·8

ELEVATIONS of Coulonge River at High Falls, during 1905.

TABLE No. 65.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					6·60	5·00	4·30	4·50	2·60	3·10	4·50	.....
2					6·50	4·70	4·20	4·40	2·60	3·10	4·40	.....
3					6·20	4·70	4·10	4·30	2·70	3·20	4·30	.....
4					6·10	5·00	4·00	4·40	2·70	3·20	4·10	.....
5					6·00	5·00	3·90	4·10	2·70	3·20	4·00	.....
6					5·80	4·90	4·00	4·00	2·70	3·10	3·90	.....
7						5·20	4·10	4·00	2·80	3·10	.....	.....
8					6·30	5·30	4·10	4·00	2·90	3·10	3·90	.....
9					6·90	5·30	4·00	3·90	3·00	3·10	3·80	.....
10					7·00	5·40	4·00	3·80	3·00	3·10	3·80	.....
11					7·10	5·60	3·90	3·60	3·00	3·10	3·70	.....
12					7·20	4·70	3·90	3·50	3·10	3·20	3·60	.....
13					6·90	4·80	4·00	3·40	3·10	3·30	3·60	.....
14					6·50	4·90	4·10	3·40	3·10	3·00	3·70	.....
15					6·10	5·20	4·30	3·40	3·20	3·40	3·70	.....
16					6·10	5·30	4·30	3·30	3·20	3·70	.....	.....
17					6·30	5·30	4·30	3·30	3·20	3·80	.....	.....
18					6·50	5·10	4·40	3·30	3·30	3·90	.....	.....
19					6·60	4·90	4·40	3·30	3·30	4·30	.....	.....
20					6·80	4·80	4·50	3·20	3·10	4·60	.....	.....
21						4·50	4·50	3·20	3·50	4·80	.....	.....
22					6·70	4·40	4·40	3·10	3·60	4·90	.....	.....
23					6·40	4·80	4·10	3·10	3·50	5·00	.....	.....
24					6·10	4·70	4·00	3·00	3·40	5·00	.....	.....
25					6·10	4·40	4·30	2·90	3·40	5·00	.....	.....
26				4·10	5·90	4·40	4·30	2·80	3·30	4·90	.....	.....
27				4·30	5·80	4·50	4·90	2·80	3·20	4·90	.....	.....
28				4·70		4·50	5·10	2·80	3·20	4·80	.....	.....
29				4·90	5·60	4·40	4·70	2·70	3·20	...	.....	.....
30					5·50	4·30	4·60	2·70	3·10	4·80	.....	.....
31					5·30		4·60	2·70	...	4·70	.....	.....

ELEVATIONS of Coulonge River at High Falls, during 1908.

TABLE No. 66

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						8·60						
2						8·80						
3						8·80						
4						8·70						
5						8·50						
6						8·30						
7												
8						8·00						
9						7·80						
10						7·50						
11						7·30						
12						7·00						
13						6·70						
13						6·50						
14					10·10	6·50						
15					10·10	6·90						
16					10·00	6·60						
17					10·00	6·50						
18					9·20	6·30						
19					8·90							
20					8·60							
21					8·70							
22					8·60	6·80						
23					8·70	6·50						
24					8·60	6·20						
25				13·50	8·60	5·95						
26					8·40	5·70						
27					8·30	5·50						
28					8·40							
29					8·20							
30					8·20							
31					8·40							

ELEVATIONS of Coulonge River at High Falls, during 1910.

TABLE No. 67.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	4·40	3·20	3·70	6·40	7·00	6·50	5·60					
2	3·90	3·10	3·80	6·80	6·95	6·80	5·50					
3	3·90	3·00	3·95	7·20	7·20	6·90	5·45					
4	3·80	2·90	4·10	7·50	7·40	7·20	5·30					
5	3·70	2·90	4·20	7·90	7·20	7·20	5·20					
6	3·70	2·90	4·30	8·50	7·00	7·30	5·10					
7	3·60	2·90	4·30	8·90	6·90	7·20	4·90					
8	3·50	2·90	4·40	9·00	6·90		4·80					
9	3·40	2·80	4·40	9·00	6·70	7·10	4·60					
10	3·40	2·80	4·45	8·90	6·60	6·80	4·50					
11	3·35	2·80	4·50	8·50	6·45	6·50	4·30					
12	3·30	2·80	4·50	8·40	6·30	6·40	4·35					
13	3·20	2·90	4·55	7·60	6·10	6·45	4·25					
14	3·20	2·90	4·60	7·50	5·90	6·40	4·20					
15	3·10	3·00	4·60	7·30	5·80	6·30	4·10					
16	3·00	3·00	4·50	7·00	5·80	6·30	3·90					
17	3·00	3·00	4·50	7·10	6·00	6·10	3·90					
18	3·00	2·95	4·55	7·10	5·90	5·90	4·00					
19	3·00	2·90	4·60	7·20	5·95	5·70	4·00					
20	3·10	3·00	4·60	7·30	5·90	5·75	4·05					
21	3·15	3·00	4·60	7·40	5·85	5·70	4·10					
22	3·20	3·10	4·60	7·40	5·90	5·65	4·15					
23	3·30	3·10	4·70	7·50	6·00	5·60	4·20					
24	3·30	3·20	4·70	7·40	6·00	5·50	4·20					
25	3·35	3·20	4·65	7·40	6·10	5·50	4·10					
26	3·30	3·30	4·65	7·50	6·10	5·55	4·10					
27	3·25	3·40	4·80	7·40	6·00	5·60	4·10					
28	3 20	3·50	5·00	7·30	5·90	5·60	4·00					
29	3·10		5·60	7·20	5·90	5·75	4·00					
30	3·10		5·90	7·10	6·10	5·65	4·00					
31	3·15		6·00		6·25							

ELEVATIONS of Ottawa River at Gower Point, Ont., during 1905.

TABLE No. 68.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	344·65	346·90	349·85	347·15	346·05	344·10	.....	344·60	344·45
2	.....	.....	.....	.....	347·30	349·75	....	346·00	344·10	343·75	344·55	344·70
3	.....	.....	344·00	345·30	347·60	349·55	346·95	345·85	.....	343·70	344·50	.....
4	.....	.....	.....	345·65	347·80	.....	346·85	345·75	344·10	343·65	344·45	344·70
5	.....	.....	.....	346·00	348·00	349·90	346·70	345·65	344·10	343·65	.....	344·65
6	.....	.....	.....	346·25	348·25	349·40	346·55	....	344·15	343·65	344·35	344·60
7	.....	.....	343·90	346·90	....	349·30	346·45	345·60	344·20	343·60	344·35	344·55
8	.....	.....	.....	346·55	348·75	349·40	346·40	345·55	344·20	.....	344·35	344·55
9	.....	.....	.....	.....	349·10	349·35	.....	345·35	344·25	343·50	344·40	344·50
10	.....	.....	343·85	346·41	349·50	349·30	346·35	345·25	.....	343·45	344·40	.....
11	.....	.....	.....	346·25	349·75	....	346·25	345·15	344·20	343·45	344·35	344·40
12	.....	.....	.....	346·25	350·25	349·10	346·20	345·10	344·20	343·50	....	344·40
13	.....	.....	.....	346·30	350·25	349·05	346·15	...	344·15	343·55	344·35	344·40
14	.....	.....	343·75	346·45	....	349·10	346·25	344·95	344·10	343·60	344·30	344·40
15	.....	.....	.....	346·45	350·20	349·10	346·35	344·85	344·05	....	344·25	344·35
16	.....	.....	.....	.....	350·10	349·05	....	344·75	344·00	343·80	344·20	344·35
17	.....	344·20	343·70	346·65	350·15	349·00	346·25	344·75	....	343·85	344·20	.....
18	.....	.....	.....	346·60	350·20	....	346·25	344·75	344·25	343·90	344·20	344·30
19	.....	.....	.....	346·50	350·55	348·95	346·25	344·75	344·30	343·95	....	344·30
20	.....	.....	.....	346·40	350·65	348·85	346·25	.....	344·35	344·05	344·25	344·25
21	.....	344·10	343·70	346·30	....	348·65	346·25	344·60	344·40	344·30	344·20	344·20
22	.....	.....	.....	346·20	350·60	348·50	346·20	344·50	344·40	....	344·20	344·30
23	.....	.....	.....	.....	350·50	348·35	....	344·45	344·35	344·75	344·20	344·35
24	.....	344·10	343·65	346·10	350·40	348·20	346·10	344·40	....	344·90	344·20	.....
25	.....	.....	.....	346·05	350·30	....	346·05	344·35	344·25	344·90	344·25	344·30
26	.....	.....	.....	346·00	350·30	347·90	346·00	344·30	344·15	344·90	....	344·25
27	.....	.....	.....	346·00	350·20	347·75	346·00	.....	344·05	344·90	344·25	344·25
28	.....	344·05	343·75	346·05	....	347·65	346·00	344·10	343·95	344·90	344·25	344·25
29	.....	.....	.....	346·10	350·10	347·50	346·00	344·05	343·90	....	344·25	344·30
30	.....	.....	.....	.....	350·05	347·35	.....	344·00	343·85	344·75	344·25	344·35
31	.....	.....	344·25	.....	350·00	.....	346·00	344·00	.....	344·65	.....	.....

ELEVATIONS of Ottawa River at Gower Point, Ont., during 1906.

TABLE No. 69.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	344·35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	344·30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	344·25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	344·25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	344·25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	344·20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	344·10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	344·10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	344·05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	344·05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	344·00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	344·00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	344·00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	344·00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	344·00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	344·00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	344·00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	344·00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	344·25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	344·30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	344·30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	344·30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	344·30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	344·25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

SESSIONAL PAPER No. 19a

Elevations of Ottawa River at Bryson, Que., during 1905.

Table No. 70.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	341·55	344·10	345·90	344·15	343·55	342·35	342·30	342·55	341·55
2	.....	.....	.....	342·00	344·25	345·80	344·05	343·45	342·30	342·25	342·50	341·55
3	.....	.....	341·15	342·15	344·45	345·70	344·00	343·40	342·30	342·20	342·45	341·65
4	.....	.....	.....	342·35	344·65	345·65	343·95	343·35	342·30	342·15	342·40	341·85
5	.....	.....	.....	342·55	344·75	345·65	343·85	343·35	342·35	342·15	342·45	341·85
6	.....	.....	.....	342·75	344·90	345·65	343·75	343·30	342·40	342·10	342·50	342·15
7	.....	.....	341·05	342·95	345·05	345·60	343·70	343·25	342·45	342·10	342·50	342·15
8	.....	.....	.....	343·20	345·25	345·60	343·70	343·20	342·45	342·05	342·50	342·15
9	.....	.....	.....	343·45	345·45	345·55	343·75	343·15	342·45	342·00	342·50	342·15
10	.....	.....	341·05	343·45	345·65	345·55	343·75	343·05	342·45	341·95	342·50	342·05
11	.....	.....	.....	343·65	345·85	345·50	343·70	343·00	342·45	342·05	342·50	342·05
12	.....	.....	.....	343·65	346·05	345·45	343·65	342·95	342·40	342·10	342·50	342·05
13	.....	.....	341·05	343·65	346·15	345·45	343·60	342·95	342·35	342·15	342·45	341·95
14	.....	341·35	.....	343·70	346·15	345·35	343·60	342·90	342·30	342·15	342·40	341·95
15	.....	.....	.....	343·75	346·15	345·40	343·55	342·80	342·25	342·15	342·35	341·95
16	.....	.....	.....	343·75	346·15	345·45	343·35	342·75	342·25	342·15	342·40	341·75
17	.....	341·35	341·05	343·85	346·15	345·40	343·35	342·70	342·25	342·20	342·45	341·75
18	.....	.....	.....	343·85	346·30	345·45	343·35	342·65	342·45	342·25	342·50	341·85
19	.....	.....	.....	343·75	346·50	345·35	343·35	342·65	342·45	342·35	.....	341·80
20	.....	.....	.....	343·75	346·65	345·25	343·35	342·65	342·55	342·35	342·45	341·80
21	.....	341·35	340·95	343·65	346·65	345·15	343·60	342·65	342·40	342·35	342·40	341·70
22	.....	.....	.....	343·60	346·65	345·05	343·55	342·60	342·35	342·65	342·35	341·70
23	.....	.....	.....	343·55	346·65	344·95	343·55	342·55	342·35	342·70	342·35	341·70
24	.....	341·35	340·90	343·50	346·50	344·85	343·60	342·50	342·45	342·75	342·35	341·70
25	.....	.....	.....	343·45	346·35	344·70	343·60	342·45	342·50	342·75	342·25	341·70
26	.....	.....	.....	343·45	346·30	344·60	343·60	342·45	342·45	342·80	342·35	341·70
27	.....	.....	340·95	343·45	346·20	344·55	343·60	342·45	342·40	342·80	342·35	341·75
28	.....	341·35	340·95	343·45	346·15	344·45	343·60	342·45	342·35	342·85	342·35	341·75
29	.....	.....	341·05	343·55	346·15	344·35	343·65	342·45	342·35	342·80	342·05	341·85
30	.....	.....	341·25	343·80	346·10	344·25	343·65	342·45	342·35	342·70	341·55	341·85
31	.....	.....	341·45	.....	346·00	.....	343·65	342·40	.....	342·60	.....	341·85

Elevations of Ottawa River at Bryson, Que., during 1906.

Table No. 71.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	341·85	.....	341·05	341·65	345·50	346·85	345·75	343·20	341·85	341·35	341·60	342·05
2	341·85	.....	341·05	341·75	345·55	346·85	345·60	343·15	341·85	341·35	341·55	341·75
3	341·85	.....	341·05	341·90	345·75	346·75	345·35	343·10	341·85	341·35	341·55	341·55
4	341·85	.....	341·10	342·00	346·05	346·65	345·25	343·05	341·75	341·35	341·55	341·45
5	341·75	.....	341·15	342·15	346·25	346·55	345·15	343·15	341·70	341·35	341·55	341·35
6	341·75	.....	341·20	342·35	346·55	346·45	305·05	343·25	341·65	341·35	341·55	341·25
7	341·75	.....	341·20	342·65	346·70	346·65	344·95	342·20	341·65	341·35	341·60	340·85
8	341·75	.....	341·25	342·75	346·85	346·85	344·75	343·10	341·55	341·35	341·60	340·75
9	341·70	.....	341·30	343·05	347·05	346·95	344·85	343·00	341·45	341·35	341·60	340·75
10	341·55	341·15	341·35	343·05	347·20	346·90	344·65	342·85	341·45	341·35	341·65	340·75
11	341·45	341·15	341·45	343·15	347·39	346·95	344·55	342·75	341·40	341·30	341·65	340·75
12	341·45	341·10	341·40	343·20	347·45	346·95	344·45	342·75	341·35	341·30	341·70	340·80
13	341·45	341·10	341·55	343·20	347·55	347·00	344·35	342·70	341·30	341·30	341·70	340·80
14	341·45	341·10	341·55	343·25	347·55	346·95	344·20	342·65	341·45	341·35	341·70	340·85
15	341·45	340·95	341·55	343·25	347·55	346·90	344·10	342·60	341·50	341·35	341·75	340·85
16	341·35	340·95	341·60	342·30	347·65	346·90	344·05	342·55	341·35	341·35	341·75	340·85
17	341·35	340·95	341·55	343·35	347·65	346·90	343·95	342·45	341·40	341·35	341·80	340·90
18	341·35	340·95	341·55	343·55	347·60	346·85	344·00	342·40	341·40	341·35	341·85	340·95
19	341·35	340·95	341·55	343·75	347·55	346·75	343·85	.....	341·40	341·40	341·85	341·00
20	341·30	340·95	341·50	343·95	347·50	346·65	343·80	342·35	341·45	341·40	341·85	341·05
21	341·35	341·00	341·45	344·25	347·45	346·60	343·75	342·35	341·35	341·40	341·90	341·10
22	341·55	341·00	341·45	344·55	347·40	346·55	343·65	342·25	341·30	341·35	341·90	341·15
23	341·75	341·00	341·40	344·85	347·35	346·65	343·55	342·20	341·45	341·45	341·90	341·15
24	341·85	341·00	341·40	345·05	347·25	346·70	343·50	342·05	341·35	341·45	341·95	341·20
25	341·95	341·00	341·40	345·25	347·25	346·45	343·45	342·05	341·35	341·50	341·95	341·20
26	341·95	341·00	341·45	345·30	347·15	346·35	343·35	342·05	341·35	341·55	341·95	341·20
27	341·95	341·00	341·50	345·35	347·15	346·25	343·30	342·00	341·35	341·55	342·00	341·25
28	341·95	341·05	341·50	345·35	347·05	346·20	343·25	341·95	341·35	341·60	342·00	341·25
29	341·95	.....	341·55	345·35	346·95	345·95	343·25	341·95	341·35	341·60	342·00	341·25
30	341·90	.....	341·55	345·45	346·85	345·85	343·25	341·90	341·35	341·60	342·05	341·25
31	341·85	.....	341·60	.....	346·75	.....	343·20	341·85	.....	341·60	.....	341·30

ELEVATIONS of Bonnechère River at Renfrew, Ont., during 1905.

TABLE No. 72.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	.....	324·60	324·60	324·30	324·30	323·50	323·50	323·40	.....
2	.....	.....	.....	.....	324·60	324·60	324·30	324·00	323·50	323·50	323·40	.....
3	.....	.....	.....	326·60	324·60	324·60	324·20	323·90	323·50	323·60	323·40	.....
4	.....	.....	.....	326·90	324·60	324·60	324·20	323·80	323·50	323·70	323·40	.....
5	.....	.....	.....	326·80	324·80	324·60	324·20	323·70	323·50	323·80	323·40	.....
6	.....	.....	.....	326·80	324·80	324·60	324·10	323·60	323·50	323·70	323·40	.....
7	.....	.....	.....	326·40	324·90	324·60	324·10	323·60	323·40	323·60	323·40	.....
8	.....	.....	.....	326·20	324·90	324·60	324·10	323·60	323·40	323·50	323·50	.....
9	.....	.....	.....	326·10	325·00	324·70	324·10	323·60	323·40	323·50	323·60	.....
10	.....	.....	.....	326·00	325·10	324·70	324·10	323·60	323·40	323·40	323·60	.....
11	.....	.....	.....	325·90	325·00	324·70	324·10	323·60	323·40	323·40	323·60	.....
12	.....	.....	.....	325·60	324·90	324·70	324·00	323·60	323·40	323·70	323·70	.....
13	.....	.....	.....	325·50	324·90	325·00	324·00	323·60	323·40	323·70	323·70	.....
14	.....	.....	.....	325·30	324·90	325·00	323·90	323·60	323·40	323·70	323·60	.....
15	.....	.....	.....	325·20	324·90	325·10	323·90	323·60	323·40	323·60	323·40	.....
16	.....	.....	.....	325·10	324·90	325·00	323·90	323·70	323·40	323·50	.....	.....
17	.....	.....	.....	325·00	324·90	325·00	323·90	323·70	323·50	323·50	.....	.....
18	.....	.....	.....	325·00	324·90	324·90	323·80	323·60	326·40	323·40	.....	.....
19	.....	.....	.....	324·90	324·90	324·90	323·80	323·50	324·70	323·40	.....	.....
20	.....	.....	.....	324·90	324·90	324·90	323·90	323·50	324·30	323·50	.....	.....
21	.....	.....	.....	324·80	324·90	324·80	323 70	323·50	324·20	324·60	.....	.....
22	.....	.....	.....	324·90	324·90	324·70	323·70	323·50	324·00	323·60	.....	.....
23	.....	.....	.....	324·90	324·90	324·50	323·70	323·40	323·90	323·60	.....	.....
24	.....	.....	.....	324·80	324·90	324·40	323·70	323·40	323·80	323·50	.....	.....
25	.....	.....	.....	324·80	324·90	324·40	323·70	323·30	323·70	323·50	.....	.....
26	.....	.....	.....	324·70	324·90	324·40	323·70	323·30	323·70	323·50	.....	.....
27	.....	.....	.....	324·60	324·80	324·50	323·70	323·30	323·70	323·50	.....	.....
28	.....	.....	.....	324·60	324·70	324·40	323·60	323·30	323·60	323·50	.....	.....
29	.....	.....	.....	324·60	324·70	324·40	323·60	323·30	323·60	323·50	.....	.....
30	.....	.....	.....	324·60	324·70	324·30	323·90	323·30	323·50	323·40	.....	.....
31	.....	.....	.....	.....	324·60	.....	324·20	323·60	.....	323·40	.....	.....

ELEVATIONS of Bonnechère River at Renfrew, Ont., during 1909.

TABLE No. 73.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	.....	.....	326·00	324·40	324·30	323·80	323·60	323·10	323·40
2	.....	.....	.....	.....	.....	325·90	324·40	324·30	323·80	323·50	323·20	323·40
3	.....	.....	.....	.....	327·00	325·80	324·30	324·30	323·80	323·50	323·20	323·30
4	.....	.....	.....	.....	326·80	325·70	324·30	324·30	323·80	320·40	323·30	323·30
5	.....	.....	.....	.....	326·70	325·60	324·30	324·30	323·70	323·40	323·20	323·40
6	.....	.....	.....	.....	326·40	325·50	324·20	324·20	323·70	323·30	323·20	323·40
7	.....	.....	.....	.....	326·40	325·50	324·20	324·20	323·70	323·30	323·10	323·40
8	.....	.....	.....	.....	326·30	325·40	324·10	324·20	323·70	323·30	323·10	323·50
9	.....	.....	.....	.....	326·30	325·40	324·10	324·20	323·60	323·30	323·20	323·50
10	.....	.....	.....	.....	327·00	325·30	324·10	324·20	323·60	323·30	323·20	323·50
11	.....	.....	.....	.....	326·80	325·30	324·00	324·10	323·70	323·30	323·20	323·50
12	.....	.....	.....	.....	326·50	325·20	324·00	324·10	323·70	323·40	323·20	323·50
13	.....	.....	.....	.....	326·40	325·20	324·00	324·10	323·60	323·30	323·20	323·50
14	.....	.....	.....	.....	326·40	325·20	324·00	324·00	323·60	323·30	323·30	323·50
15	.....	.....	.....	326·20	326·30	325·10	324·00	324·00	323·60	323·20	323·30	323·50
16	.....	.....	.....	326·00	326·50	325·10	324·00	324·00	323·60	323·20	323·30	323·50
17	.....	.....	.....	326·00	326·50	325·00	324·10	324·10	323·60	323·20	323·30	323·50
18	.....	.....	.....	326·00	326 40	325·00	324·10	324·00	323·60	323·20	323·30	323·50
19	.....	.....	.....	326·90	326·30	324·90	324·10	324·00	323·60	323·20	323·20	323·50
20	.....	.....	.....	326·50	326·30	324·90	324·00	323·90	323·60	323·20	323·20	323·50
21	.....	.....	.....	326·40	326·50	324·80	324·00	323·90	323·60	323·30	323·30	323·50
22	.....	.....	.....	326·60	326·40	324·80	324·00	323·90	323·50	323·30	323·40	323·50
23	.....	.....	.....	326·40	326·30	324·70	324·10	323·90	323·50	323·30	323·40	323·50
24	.....	.....	.....	326·20	326·30	324·70	324·20	323·90	323·60	323·30	323·30	323·50
25	.....	.....	.....	326·20	326·20	324·60	324·30	323·80	323·60	323·30	323·30	323·50
26	.....	.....	.....	326·10	326·20	324·60	324·40	323·80	323·50	323·20	323·30	323·50
27	.....	.....	.....	326·10	326·10	324·50	324·60	323·80	323·40	323·20	323·40	323·50
28	.....	.....	.....	326·10	326·60	324·50	324·60	323·70	323·40	323·20	323·50	323·50
29	.....	.....	.....	326·10	326·50	324·50	324·50	323·90	323·60	323·20	323·40	323·50
30	.....	.....	.....	326·10	326·30	324·40	324·40	323·80	323·60	323·10	323·40	323·50
31	.....	.....	.....	.....	326·10	.....	324·40	323·80	.....	323·00	.....	323·50

Elevations of Bonnechère River at Renfrew, Ont., during 1910.

Table No. 74.

Day of the Month	Jan.	Feb	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	323·50	323·60	323·50									
2	323·55	323·60	323·50									
3	323·60	323·60	323·50									
4	323·60		323·50									
5	323·60	323·60	323·60									
6	323·60	323·60	323·70									
7	323.60	323·60	324·00									
8	323·60	323·60	324·00									
9	323·60	323·60	323·90									
10	323·60	323·60	323·90									
11	323·60	323·60	323·80									
12	323·60	323·60	323·80									
13	323·60	323·60	323·80									
14	323·60	323·60	323·80									
15	323·60	323·70	323·80									
16	323·50	323·80	323·80									
17	323·50	323·80	323·80									
18	323·50	323·90	323·80									
19	323·50	323·90	324·20									
20	323·60	323·80	324·80									
21	323·60	323·70	325·00									
22	323·60	323·60	326·90									
23	323·60	323·60	325·90									
24	323·60	323·60	325·80									
25	323·60	323·70	325·60									
26	323·60	323·70	325·40									
27	323·60	323·60	325·30									
28	323·60	323·60	325·40									
29	323·60		325·30									
30	323·60		325·40									
31	323·60		325·40									

Elevations of Madawaska River at Calabogie, Ont., during 1909.

Table No. 75.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					507·55		502·95	502·85	502·10	501·50	501·25	
2					507·55	506·70	502·85	502·85	502·10	501·50	501·25	
3					507·90	506·65	502·85	502·75	502·00	501·45	501·25	
4					507·95	506·15	502·75	502·75	502·00	501·45	501·20	
5					507·80	505·95	502·75	502·75	502·10	501·45	501·20	
6					507·65	505·80	502·50	502·75	502·10	501·45	501·20	
7					507·90	505·15	502·45	502·50	502·10	501·45	501·20	
8					507·80	505·05	502·45	502·50	502·10	501·35	501·20	
9					507·65	505·45	502·35	502·45	502·10	501·35	501·20	
10					507·90	505·20	502·25	502·45	502·10	501·35	501·10	
11					508·05	505·20	502·20	502·45	502·00	501·35	501·10	
12					508·05	505·05	502·20	502·45	502·00	501·35	501·10	
13					507·95	505·05	502·20	502·45		501·35	501·10	
14					507·95	504·95	502·20	502·35	502·00	501·35	501·10	
15					507·95	504·95	502·20	502·25	502·00	501·35	501·10	
16					507·90	504·80	502·10	502·25	502·00	501·35	501·00	
17					507·90	504·20	502·10	502·25	502·00	501·35	501·00	
18					507·90	504·15	502·10	502·25	502·00	501·35	501·00	
19					507·90	504·05	502·00	502·25	501·95	501·35	501·00	
20					507·90	503·90	502·10	502·35	501·95	501·35	501·00	
21					507·90	503·80	502·10	502·35	501·95	501·35	501·00	
22					507·80	503·75	502·20	502·35	501·85	501·35		
23					507·70	503·45	502·25	502·35	501·85	501·35		
24				507·95	507·70	503·45	502·35	502·25	501·85	501·35		
25				507·95	507·55	503·45	502·35	502·20	501·75	501·35		
26				507·80	507·45	503·35	502·45	502·20	501·75	501·35		
27				507·80	507·15	503·25	502·75	502·20	501·75	501·35		
28				507·65	507·15	503·10	502·85	502·20	501·75	501·35		
29				507·55	507·05	503·10	502·75		501·50	501·35		
30				507·55	506·95	503·00	502·75		501·50	501·25		
31					506·90		502·85	502·10		501·25		

Elevations of Madawaska River at Calabogie, Ont., during 1910.

Table No. 76.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	501·85	502·00	501·95									
2	501·85	502·00	501·95									
3	501·85	502·00	501·95									
4	501·85	502·00	501·95									
5	501·85	501·95	501·95									
6	501·85	501·95	501·95									
7	501·85	501·95	502·00									
8	501·85	501·95	502·00									
9	501·85	501·95	502·00									
10	501·85	501·95	502·00									
11	501·85	501·85	502·00									
12	501·85	501·85	502·00									
13	501·85	501·75	502·45									
14	501·85	501·85	502·45									
15	501·75	501·85	502·45									
16	501·75	501·85	502·45									
17	501·50	501·85	502·45									
18	501·50	501·85	502·45									
19	501·50	501·85	502·45									
20	501·50	501·85	502·50									
21	501·50	501·85	502·50									
22	501·75	501·85	502·75									
23	501·75	501·85	502·75									
24	501·95	501·95	502·90									
25	501·95	501·95	503·00									
26	501·95	501·85	503·75									
27	502·00	501·75	504·05									
28	502·00	501·85	504·20									
29	502·00	.....	504·90									
30	502·00	.....	505·15									
31	502·00	.....	505·65									

Elevations of Madawaska River at Claybank Bridge, during 1909.

Table No. 77.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					266·05	264·85	261·40	261·90	261·90	260·65	260·55	260·80
2					266·40	264·65	261·30	261·90	261·80	260·65	260·55	260·80
3					266·65	264·45	261·20	261·80	261·80	260·70	260·55	260·85
4					266·80	264·20	261·45	261·80	261·70	206·70	260·55	260·85
5					266·70	264·05	261·55	261·95	261·65	206·65	260·55	260·85
6					266.65	263·70	261·55	261·95	261·65	206·65	260·55	260·85
7					266·45	263·45	261·55	261·95	261·65	260·65	260·45	260·85
8					266·40	263·30	261·45	261·95	261·65	260·55	260·45	260·85
9					266·15	263·15	261·45	261·70	261·55	260·55	260·45	260·95
10					266·45	263·15	261·40	261·20	261·55	260·65	260·45	260·95
11					266·55	262·95	261·40	261·20	261·55	260·65	260·45	261·05
12					266·85	262·80	261·40	261·20	261·55	260·55	260·45	261·05
13					266·95	262·65	261·30	261·15	261·55	260·55	260·45	261·10
14					266·80	262·45	261·30	261·15	261·55	260·55	260·45	261·10
15				265·70	266·65	262·40	261·30	261·15	261·20	260·55	260·45	261·10
16				266·05	266·70	262·20	261·30	261·20	260·95	260·55	260·45	261·10
17				265·85	266·65	262·20	261·30	260·80	260·80	260·55	260·45	261·05
18				265·45	266·65	262·05	261·45	260·95	260·70	260·55	260·45	261·05
19				265·85	266·45	261·95	261·40	261·15	260·70	260·55	260·45	261·05
20				265·95	266·40	261·95	261·45	261·15	260·65	260·55	260·45	261·05
21				266·30	266·30	261·80	261·40	261·15	260·65	260·55	260·45	261·05
22				266·65	266·20	261·80	261·40	261·45	260·65	260·55	.....	261·05
23				266·95	266·20	261·65	261·55	261·40	260·55	260·55	.....	261·05
24				266·95	266·05	261·65	261·55	261·40	260·55	260·55	.....	261·05
25				266·95	265·85	261·65	261·55	261·45	260·55	260·55	260·55	261·10
26				266·65	265·55	261·55	261·55	261·45	260·70	260·55	260·65	261·10
27				266·40	265·45	261·55	261·85	261·40	260·70	260·55	260·70	261·10
28				266·20	265·40	261·55	261·95	261·40	260·70	260·55	260·70	260·95
29				266·05	265·30	261·45	261·95	261·70	260·70	260·55	260·80	260·95
30				266·95	265·20	261·45	261·85	261·65	260·65	260·55	260·80	260·95
31				.....	265·05	.....	261·85	261·65	.....	260·55	.....	260·95

Elevations of Madawaska River at Claybank Bridge, during 1910.

Table No. 78.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	260·95	261·05	261·05									
2	260·95	261·05	261·05									
3	260·95	261·05	261·05									
4	260·90	260·95	261·05									
5	260·90	260·95	261·05									
6	260·90	260·95	260·95									
7	260·95	260·95	261·05									
8	260·90	260·95	261·05									
9	260·90	261·05	261·05									
10	260·90	261·05	261·15									
11	260·90	261·05	261·20									
12	260·90	261·05	261·30									
13	260·90	261·05	261·30									
14	260·80	261·05	261·30									
15	260·80	261·05	261·40									
16	260·80	261·05	261·55									
17	260·80	261·05	261·70									
18	260·80	261·05	261·80									
19	280·80	261·05	261·95									
20	260·90	261·05	261·95									
21	260·90	261·05	261·70									
22	260·95	261·05	261·80									
23	261·05	261·05	262·05									
24	261·05	260·95	262·05									
25	260·95	260·95	262·70									
26	260·95	260·95	263·05									
27	260·95	261·05	263·30									
28	260·95	261·05	263·40									
29	260·95		263·55									
30	261·05		263·70									
31	261·05		264·15									

Elevations of Ottawa River at Arnprior, Ont., during 1905.

Table No. 79.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1				240·65	241·75	243·40	241·90	241·40	240·15		240·40	240·85
2					241·90	243·35		241·35	240·10	239·90	240·35	240·40
3		239·15	238·75	241·00	242·15	243·25	241·65	241·25		239·85	240·35	
4				241·40	242·25		241·65	241·25	240·10	239·85	240·25	240·25
5				241·50	242·40	243·15	241·65	241·18	240·10	235·85		240·25
6				241·90	242·40	243·15	241·40		240·15	239·75	240·35	240·25
7		239·00	238·65	242·00	242·85	243·10	241·35	241·10	240·15	239·65	240·35	240·25
8				242·10		243·10	241·35	240·90	240·15		240·35	240·15
9					243·00	243·00		240·85	240·15	239·65	240·35	240·15
10		239·00	238·60	242·15	243·15	243·00	241·25	240·85		239·60	240·35	
11				242·25	243·40		241·25	240·75	240·15	239·65	240·25	240·10
12				242·35	243·60	243·00	241·15	240·65	240·10	239·65		240·00
13				242·15	243·40	243·10	241·15		240·10	239·65	240·25	240·00
14		238·90	238·50	242·10		243·10	241·15	260·60	240·00	239·65	240·40	240·00
15				242·10	243·40	243·10	241·15	240·60	240·00		240·40	239·90
16					243·40	243·10		240·50	240·00	239·65	240·40	239·90
17		238·90	238·50	242·10	243·40	243·10	241·15	240·40		239·85	240·25	
18				242·10	243·40		241·15	240·40	240·40	239·90	240·25	239·85
19				241·90	243·50	243·10	241·15	240·35	240·40	239·90		239·85
20				241·90	243·90	243·00	241·15		240·40	240·00	240·25	239·85
21		238·85	238·50	241·75		242·85	241·15	240·25	240·35	240·15	240·25	239·85
22				241·65	244·00	242·75	241·15	240·25	240·35		240·25	239·85
23					244·00	242·65		240·15	240·35	240·40	240·25	239·85
24	239·40	238·85	238·50	241·50	244·00	242·60	241·15	240·15		240·50	240·25	
25				241·50	243·90		241·15	240·15	240·15	240·60	240·15	239·75
26				241·50	243·75	242·35	241·15	240·10	240·15	240·60		239·75
27	239·20			241·40	243·75	242·15	241·15		240·10	240·65	240·25	239·75
28		238·85	238·90	241·40		242·15	241·25	240·10	240·00	240·60	240·25	239·75
29				241·50	243·65	242·10	241·25	240·00	240·00		240·60	239·85
30					243·60	242·00		240·00	239·90	240·50	240·60	239·90
31	239·15		240·50		243·50		241·35	240·00		240·50		

Elevations of Ottawa River at Arnprior, Ont., during 1906.

Table No. 80.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug	Sept.	Oct.	Nov.	Dec.
1	239·90	240·90	240·15	.....	243·10	244·15	.....	240·75	239·40	238·60	239·00	239·85
2	239·90	240·90	240·15	240·15	243·10	244·15	243·40	240·75	.....	238·60	239·00	...
3	239·90	.....	240·10	240·25	243·10	.....	243·30	240·65	239·35	238·60	239·00	239·65
4	239·90	.....	.....	240·40	243·10	243·90	243·15	240·65	239·25	238·60	.....	239·65
5	239·90	.....	240·00	240·50	243·65	243·85	243·10	.....	239·25	238·60	239·00	239·65
6	239·90	.....	240·00	240·60	.....	243·85	242·90	240·50	239·15	238·60	239·00	239·65
7	.....	.....	239·90	240·65	243·85	243·75	242·75	240·40	239·15	...	239·10	239·65
8	239·90	.....	239·90	.....	243·90	243·90	.....	240·40	239·10	238·50	239·10	239·60
9	239·85	.....	239·90	240·90	244·15	243·90	242·65	240·40	.....	238·50	239·10	.....
10	239·75	.....	239·90	241·00	244·25	.....	242·40	240·40	239·00	238·50	239·10	239·50
11	239·65	.....	.....	241·10	244·40	244·15	242·35	240·40	238·90	238·50	.....	239·50
12	239·65	.....	239·75	241·10	244·60	244·15	242·15	.....	238·90	238·50	239·15	239·50
13	239·65	240·10	239·75	241·10	...	244·35	242·10	240·25	238·90	238·50	239·15	239·50
14	.....	240·10	239·75	241·10	244·60	244·35	241·90	240·15	238·85	.....	239·25	239·50
15	239·65	240·10	239·75	...	244·65	244·25	.....	240·15	238·75	238·50	239·25	239·50
16	239·65	240·00	239·65	241·15	244·85	244·25	241·75	240·15	...	238·60	239·25	.....
17	239·65	240·00	239·65	241·15	244·90	.....	241·65	240·10	238·75	238·60	239·25	239·50
18	239·65	.....	.....	241·35	244·90	244·25	241·60	240·00	238·75	238·60	.....	239·50
19	239·65	240·00	239·60	241·50	244·85	244·25	241·40	.....	238·75	238·60	239·25	239·50
20	239·65	240·00	239·60	241·65	...	244·25	241·40	240·00	238·75	238·65	239·35	239·50
21	.....	240·10	239·50	241·90	244·65	244·15	241·35	239·90	238·65	...	239·35	239·50
22	239·75	240·15	239·50	.....	244·65	244·10	...	239·85	238·65	238·65	239·35	239·40
23	240·65	240·15	239·50	242·50	244·60	244·10	241·25	239·85	.....	238·65	239·35	.....
24	241·00	240·15	239·50	242·65	244·50	...	241·10	239·85	238·60	238·65	239·40	239·40
25	240·90	...	.....	242·85	244·50	244·10	241·00	239·75	238·50	238·75	.....	239·25
26	240·90	240·35	239·35	242·90	244·50	244·00	240·90	.....	238·50	238·75	239·50	239·25
27	240·90	240·25	239·65	243·00	.....	243·90	240·90	239·65	238·50	238·75	239·65	239·25
28	.....	240·25	239·90	243·00	244·40	243·75	240·90	239·60	238·50	.....	239·65	239·25
29	240·90	.....	239·90	...	244·35	243·75	.....	239·50	238·60	238·75	239·65	.....
30	240·90	.....	240·00	243·00	244·25	.....	240·90	239·50	.....	238·85	239·65	.....
31	240·90	.....	240·10	...	244·15	.....	240·85	239·50	.....	238·90	.....	.....

Elevations of Ottawa River at Fitzroy Harbour, Ont., during 1905.

Table No. 81.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	.....	192·25	194·35	192·75	191·95	191·05	191·05	191·35	190·95
2	.....	.....	.....	.....	192·35	194·25	192·65	191·95	191·05	191·05	191·25	190·95
3	.....	191·75	191·25	192·25	192·55	194·25	192·55	191·95	191·15	191·05	191·05	190·95
4	.....	.....	.....	192·45	192·85	194·25	192·45	191·85	191·05	190·95	190·95	190·95
5	.....	.....	.....	192·75	193·05	194·15	192·35	191·85	191·05	190·95	191·05	190·95
6	.....	.....	.....	193·05	193·15	194·05	192·25	191·85	191·05	190·85	191·05	190·95
7	.....	.....	190·25	...	193·35	194·05	192·15	191·75	191·15	190·85	191·05	190·85
8	.....	.....	.....	193·45	193·65	193·95	192·05	191·75	191·15	190·85	190·95	190·85
9	.....	.....	.....	193·45	193·65	193·95	191·95	191·75	191·15	190·85	190·95	190·75
10	.....	191·75	190·05	193·45	193·85	193·95	191·95	191·65	191·15	190·85	190·85	190·75
11	.....	.....	.....	193·35	194·15	193·95	191·95	191·65	191·15	190·85	190·85	190·75
12	.....	.....	.....	193·25	194·45	193·95	191·85	191·55	191·05	190·75	190·85	190·75
13	.....	.....	.....	193·25	194·45	193·95	191·85	191·45	191·05	190·75	190·75	190·65
14	.....	191·75	189·95	193·25	194·45	193·95	191·85	191·35	191·15	190·75	190·85	190·65
15	.....	.....	.....	.....	194·55	193·95	191·85	191·35	191·15	190·75	190·95	190·65
16	.....	.....	.....	192·95	194·55	193·95	191·85	191·25	191·15	190·75	190·95	190·55
17	.....	191·75	189·95	192·75	194·65	194·05	191·85	191·25	191·25	190·85	190·95	190·55
18	.....	.....	.....	192·65	194·65	194·05	191·85	191·25	191·25	190·95	190·95	190·45
19	.....	.....	.....	192·55	194·75	194·05	191·85	191·25	191·35	190·95	190·95	190·45
20	.....	.....	.....	192·45	194·85	194·10	191·75	191·25	191·45	191·05	190·95	190·35
21	.....	.....	190·15	192·35	194·85	193·85	191·75	191·15	191·55	191·15	190·95	190·25
22	.....	191·15	.....	.....	194·95	193·65	191·85	191·15	191·55	191·25	190·95	190·15
23	.....	.....	.....	192·25	194·95	193·45	191·85	191·05	191·65	191·35	191·05	190·15
24	.....	189·95	190·65	192·15	194·85	193·35	191·75	190·95	191·45	191·45	191·05	190·15
25	.....	.....	.....	192·05	194·85	193·25	191·65	190·85	191·25	191·55	191·15	190·15
26	.....	.....	.....	192·05	194·75	193·15	191·65	190·85	191·15	191·65	191·15	190·15
27	.....	.....	.....	191·95	194·65	193·05	191·75	190·85	191·15	191·85	191·15	190·25
28	.....	190·45	190·65	192·05	194·55	192·95	191·85	190·95	191·15	191·85	191·15	190·35
29	.....	.....	.....	192·15	194·55	192·85	191·95	190·95	191·15	191·75	191·15	190·35
30	.....	.....	.....	192·15	194·45	192·75	192·05	191·05	191·15	191·65	191·05	190·55
31	.....	.....	191·45	.....	194·45	.....	192·05	191·05	.....	191·45	.....	190·65

SESSIONAL PAPER No. 19a

Elevations of Ottawa River at Fitzroy Harbour, Ont., during 1906.

Table No. 82.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	190·65				194·25	195·25	194·65	191·45	189·95	189·45	189·75	190·35
2	190·75				194·25	195·25	194·45	191·45	190·05	189·45	189·75	190·35
3	190·65				194·25	175·25	194·35	191·45	190·15	189·45	189·75	190·35
4	190·65				194·45	195·15	194·25	191·45	190·05	189·55		190·35
5	190·55				194·75	195·05	194·05	191·25	189·95	189·55	189·85	190·25
6	190·55				194·85	194·95	193·95	191·25	190·05	189·65	189·85	190·25
7	190·45				194·95	194·95	193·85	191·15	190·05	189·55	189·95	190·25
8	190·45				195·15	194·85	193·75	191·05	190·05	189·55	189·95	190·25
9	190·45				195·25	194·85	193·55	191·05	190·05	189·55	190·05	190·25
10	190·35				195·25	195·05	193·45	191·05	190·05	189·45	190·05	190·25
11	190·35				195·45	195·25	193·25	191·05	190·05	189·45	190·15	190·25
12	190·25				195·55	195·35	193·15	190·95	189·95	189·45	190·15	190·15
13	190·25				195·75	195·45	192·95	190·95	189·95	189·45	190·15	190·15
14	190·25				195·85	195·45	192·95	190·85	189·85	189·45	190·25	190·15
15	190·25				195·95	195·45	192·85	190·85	189·75	189·45	190·25	190·15
16	190·15				195·95	195·45	192·75	190·75	189·75	189·55	190·25	190·25
17	190·15				196·05	195·45	192·55	190·75	189·75	190·55	190·25	190·25
18	190·15				196·05	195·45	192·45	190·75	189·65	189·55	190·15	190·25
19	190·05				196·05	195·35	192·35	190·75	189·65	189·55	190·15	190·25
20	190·05			192·45	195·95	195·35	192·15	190·75	189·55	189·55	190·15	190·15
21	190·05			192·75	195·85	195·35	192·15	190·75	189·55	189·65	190·15	190·15
22	190·25			193·25	195·85	195·25	192·05	190·65	189·45	189·75	190·05	190·15
23	190·55			193·45	195·85	195·25	192·05	190·65	189·45	189·75	190·15	190·15
24	190·95			193·65	195·65	195·25	191·95	190·65	189·45	189·75	190·15	190·15
25	191·35			193·95	195·65	195·25	191·85	190·65	189·45	189·85	190·25	190·05
26	191·75			193·95	195·65	195·25	191·65	190·65	189·45	189·85	190·25	190·05
27	191·75			194·25	195·55	195·15	191·55	190·45	189·45	189·85	190·25	189·95
28				194·05	195·55	195·15	191·55	190·45	189·45	189·75	190·35	189·95
29				194·05	195·55	194·95	191·55	190·35	189·45	189·75	190·35	189·95
30				194·15	195·45	194·85	191·55	190·25	189·45	189·75	190·35	
31					195·25		191·55	190·15		189·75		

Elevations of Lake Deschênes at Britannia, Ont. during 1901.

Table No. 83.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.°	June.	July.°	Aug.	°Sept.°	Oct.	Nov.	Dec.
1								191·20			190·55	
2												190·70
3							192·45	191·20			190·45	190·60
4											190·55	190·45
5											190·55	190·45
6							192·20	190·95			190·50	190·40
7											190·50	190·35
8							192·15	190·95				190·33
9							192·05			189·65		
10							191·95		190·20			
11												190·30
12							191·75					190·25
13								190·90				190·25
14									190·15	189·70		190·30
15							191·65				190·50	
16										189·65		190·85
17							191·55					190·80
18												190·80
19							191·55	190·60				190·80
20							191·30				190·50	190·80
21								190·60		189·85		190·80
22							191·30			189·90		
23										190·20		190·90
24							191·20		189·25			190·90
25												191·05
26							191·15	190·60				
27										190·45	190·65	191·05
28										190·50		
29										190·50	190·95	191·10
30							191·20			190·55		
31										190·55		191·00

ELEVATIONS of Lake Deschênes at Britannia, Ont., during 1902.

TABLE No. 84.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	191·00	190·39	.....	193·30	194·20	.....	.....	.....	.....	.....	.....	.....
2	190·95	.....	190·15	193·15	.....	194·40	.....	192·05	190·90	.....	191·30	.....
3	190·95	.....	.....	.....	.....	.....	193·55	.....	.....	.....	.....	.....
4	190·95	.....	.....	193·70	.....	.....	.....	.....	190·75	.....	.....	.....
5	190·80	.....	.....	.....	.....	194·40	.....	.....	.....	190·90	.....	.....
6	190·80	190·23	190·55	194·15	.....	.....	193·40	192·05	.....	.....	.....	.....
7	190·85	.....	.....	194·10	.....	.....	.....	.....	190·65	.....	.....	192·95
8	190·80	.....	190·80	.....	193·90	194·40	.....	.....	.....	.....	.....	.....
9	190·80	.....	.....	194·10	.....	.....	.....	.....	.....	.....	192·00	.....
10	190·80	.....	191·30	194·00	.....	.....	.....	191·90	.....	.....	.....	.....
11	190·85	.....	.....	.....	195·15	.....	.....	.....	.....	.....	.....	.....
12	190·70	.....	.....	193·90	.....	194·40	.....	.....	190·75	191·15	.....	.....
13	.....	.....	.....	.....	.....	.....	192·80	.....	.....	.....	.....	.....
14	190·70	190·15	191·70	193·90	195·10	.....	.....	.....	190·95	.....	.....	192·70
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	190·70	.....	191·90	193·90	.....	194·25	.....	191·75	.....	.....	192·65	.....
17	.....	190·10	.....	.....	.....	.....	192·60	.....	.....	.....	.....	.....
18	190·65	.....	192·40	193·90	195·05	.....	.....	.....	191·15	.....	.....	.....
19	190·55	.....	.....	.....	.....	.....	.....	.....	.....	191·20	.....	.....
20	.....	.....	.....	193·90	194·90	194·15	192·50	191·55	.....	.....	.....	.....
21	190·55	.....	192·45	.....	.....	.....	.....	.....	191·30	.....	.....	192·30
22	.....	.....	.....	193·90	.....	.....	.....	.....	.....	.....	.....	.....
23	.....	190·10	191·90	.....	.....	.....	.....	.....	.....	.....	192·05	.....
24	.....	.....	.....	.....	.....	194·10	192·45	191·40	.....	.....	.....	.....
25	.....	.....	192·05	193·90	194·65	.....	.....	.....	.....	.....	.....	.....
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	191·40	.....	.....
27	190·45	.....	192·05	194·05	.....	193·95	192·50	.....	191·00	.....	.....	.....
28	.....	.....	.....	.....	194·50	.....	.....	.....	.....	.....	.....	.....
29	.....	.....	192·05	194·15	.....	.....	.....	.....	.....	.....	.....	.....
30	.....	.....	192·65	.....	194·50	193·90	192·25	.....	.....	.....	.....	191·55
31	.....	.....	192·90	.....	.....	.....	.....	191·05	.....	.....	.....	.....

ELEVATIONS of Lake Deschênes at Britannia, Ont., during 1903.

TABLE No. 85.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	.....	.....	194·15	.....	.....	.....	191·40	.....	190·65
2	.....	.....	.....	193·90	.....	.....	.....	.....	.....	.....	191·55	190·65
3	.....	190·20	190·90	.....	193·35	.....	194·45	192·25	.....	.....	191·45	190·50
4	.....	.....	.....	193·80	.....	.....	.....	.....	.....	191·35	191·30	190·50
5	.....	.....	.....	193·55	.....	.....	193·90	.....	191·20	.....	.....	190·50
6	191·40	.....	191·40	.....	.....	.....	.....	.....	.....	191·35	191·30	190·50
7	.....	.....	.....	193·65	193·55	.....	.....	192·15	.....	.....	.....	.....
8	.....	.....	.....	193·80	.....	193·70	193·45	.....	.....	.....	191·30	190·55
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	.....	190·20	191·55	193·90	193·95	.....	.....	.....	191·00	.....	191·35	190·50
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	191·55	.....	190·50
12	.....	.....	.....	193·85	.....	.....	193·05	192·00	.....	.....	191·40	.....
13	191·25	.....	.....	.....	193·80	.....	.....	.....	.....	.....	.....	190·50
14	.....	.....	191·90	193·80	.....	.....	.....	.....	.....	191·65	.....	.....
15	.....	.....	.....	.....	.....	193·45	192·70	.....	.....	191·80	191·35	190·40
16	.....	.....	.....	193·80	.....	.....	.....	.....	190·90	191·85	191·25	190·30
17	.....	.....	.....	.....	194·70	.....	.....	.....	.....	191·80	191·20	.....
18	.....	.....	191·20	.....	.....	.....	.....	191·70	191·00	191·95	191·20	190·25
19	.....	.....	.....	193·70	.....	.....	192·40	.....	191·05	191·90	191·15	.....
20	190·80	.....	192·55	.....	191·65	.....	.....	.....	191·05	191·80	191·10	.....
21	.....	.....	192·95	.....	.....	193·40	.....	.....	191·10	191·85	190·90	.....
22	.....	.....	193·10	193·65	.....	.....	.....	191·45	.....	.....	190·90	190·25
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	190·90	190·20
24	.....	190·40	193·55	.....	194·65	193·50	.....	.....	191·50	.....	190·90	.....
25	.....	.....	193·90	193·55	.....	.....	.....	191·25	191·50	.....	190·90	190·20
26	.....	.....	193·90	.....	.....	.....	.....	.....	.....	191·95	190·90	.....
27	190·40	.....	.....	.....	194·50	193·70	.....	.....	191·55	.....	190·80	190·15
28	.....	.....	194·05	193·45	.....	.....	.....	.....	.....	.....	190·80	.....
29	.....	.....	194·05	.....	.....	.....	.....	.....	.....	.....	190·75	190·15
30	.....	.....	.....	193·40	.....	193·80	.....	191·20	.....	.....	.....	.....
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

SESSIONAL PAPER No. 19a

Elevations of Lake Deschênes at Britannia, Ont., during 1904.

Table No. 86.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	190·15	189·60	189·55	190·65	.....	196·80	194·90	192·20	190·95	.....	192·65	.....
2	190·15	.....	189·55	190·85	.....	196·85	194·90	192·20	190·95	.....	.....	.....
3	190·10	189·60	.....	191·25	195·60	196·95	194·70	192·10	.....	.....	.....	.....
4	.....	189·55	189·50	191·70	195·95	196·95	194·65	191·95	191·00	.....	.....	.....
5	190·10	189·55	.....	191·90	196·15	196·95	194·55	191·80	191·05	.....	192·40	.....
6	.....	.....	189·45	192·15	196·35	197·00	194·40	.....	191·15	.....	.....	191·35
7	.....	189·55	.....	192·35	196·50	196·80	194·35	191·70	.....	.....	192·40	.....
8	.....	189·55	.....	192·40	196·65	197·05	194·30	191·60	.....	.....	.....	.....
9	190·05	.....	189·45	192·70	196·70	197·05	194·00	191·45	191·10	.....	.....	191·20
10	.....	189·65	.....	193·30	196·70	197·20	193·90	191·35	.....	.....	.....	.....
11	190·00	.....	189·40	193·40	196·75	197·25	193·90	191·35	191·15	191·85	192·20	.....
12	.....	189·55	.....	193·45	196·70	197·35	.....	191·30	.....	.....	.....	.....
13	.....	189·50	189·30	193·60	.....	197·25	193·70	191·30	191·15	.....	.....	191·10
14	190·00	.....	.....	193·65	.....	197·15	193·50	191·25	.....	.....	.....	.....
15	.....	189·50	189·35	193·85	196·65	197·00	.....	.....	191·05	.....	191·95	.....
16	189·95	.....	.....	193·95	.....	196·95	193·50	191·20	190·90	.....	.....	191·05
17	189·95	189·50	189·40	193·90	196·65	196·70	.....	.....	.....	.....	.....	.....
18	189·95	189·45	.....	193·90	.....	196·50	193·40	191·20	190·95	.....	191·75	.....
19	189·95	.....	.....	193·90	196·80	.....	193·30	191·20	190·95	.....	.....	.....
20	189·95	189·45	189·45	193·65	.....	.....	193·20	191·20	.....	192·55	.....	190·90
21	189·90	189·35	189·45	193·25	196·80	196·05	193·10	.....	190·90	.....	.....	.....
22	189·85	189·55	189·40	193·20	.....	.....	192·95	191·15	190·95	.....	191·60	.....
23	189·85	189·45	.....	192·85	196·75	195·80	193·05	.....	191·00	.....	.....	190·95
24	.....	189·50	189·45	193·20	196·75	195·65	.....	191·10	.....	.....	.....	.....
25	189·80	.....	189·45	193·20	196·70	195·50	192·80	191·10	191·15	.....	.....	.....
26	189·75	189·50	189·70	.....	196·65	195·35	192·65	.....	191·15	192·75	191·60	.....
27	189·65	189·55	189·90	.....	196·65	195·20	192·45	191·05	.....	.....	.....	191·45
28	189·65	189·55	190·15	.....	.....	195·15	192·40	191·05	191·15	192·65	.....	.....
29	189·60	.....	190·25	.....	196·65	195·20	192·30	191·00	191·45	.....	.....	.....
30	189·60	.....	190·40	.....	.....	195·15	192·20	190·95	.....	.....	.....	.....
31	189·60	.....	190·50	.....	.....	.....	192·20	.....	.....	.....	.....	.....

Elevations of Lake Deschênes at Britannia, Ont., during 1905.

Table No. 87.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	.....	192·10	193·95	.....	191·95	191·15	.....	191·65	191·35
2	.....	.....	.....	.....	192·30	193·90	.....	191·90	191·15	191·15	191·25	191·30
3	.....	.....	.....	.....	192·25	193·75	192·45	191·85	.....	191·05	191·05	.....
4	.....	189·95	189·65	192·05	192·45	.....	192·25	191·80	.....	191·00	190·00	191·15
5	.....	.....	.....	192·35	192·60	193·70	192·15	191·75	191·25	190·95	.....	190·95
6	.....	.....	.....	192·75	192·80	193·65	192·05	.....	191·25	190·90	191·05	190·85
7	.....	.....	189·65	192·85	.....	193·55	191·95	.....	191·25	190·85	190·95	190·85
8	.....	189·90	.....	192·85	193·05	193·65	191·95	191·60	191·20	.....	190·95	190·85
9	.....	.....	.....	.....	193·35	193·60	.....	191·45	191·20	190·90	190·95	190·80
10	.....	.....	189·60	192·95	193·45	193·60	191·85	191·40	.....	190·75	190·95	.....
11	.....	189·85	.....	192·95	193·60	.....	191·85	.....	191·25	190·65	190·95	190·85
12	.....	.....	.....	193·05	.....	193·60	191·75	191·35	191·25	190·85	.....	190·75
13	190·40	.....	.....	192·95	194·05	193·55	191·75	.....	191·15	190·80	191·05	190·70
14	.....	189·90	189·55	192·95	194·10	193·55	191·75	191·45	191·20	190·80	191·05	190·65
15	.....	.....	.....	192·95	194·05	193·55	191·75	191·25	191·15	.....	190·95	190·60
16	.....	.....	.....	.....	194·10	193·55	.....	191·35	191·10	.....	190·95	190·85
17	190·35	189·85	189·45	193·05	.....	193·55	191·75	191·25	191·10	190·95	190·95	.....
18	.....	.....	.....	192·65	.....	.....	191·75	191·15	.....	190·90	190·95	190·65
19	.....	.....	.....	192·55	194·35	193·55	191·75	191·05	191·30	190·95	.....	190·60
20	190·55	.....	.....	192·55	194·35	193·55	191·70	.....	191·50	191·05	191·00	190·55
21	.....	189·80	189·55	192·45	.....	183·50	191·70	191·10	191·60	191·10	190·95	190·55
22	.....	.....	.....	192·35	194·45	193·35	191·65	191·00	191·45	.....	190·95	190·55
23	.....	.....	.....	.....	194·45	193·25	.....	191·00	191·50	191·45	190·90	190·55
24	190·30	.....	.....	192·25	.....	193·05	191·75	191·00	191·45	191·55	190·90	.....
25	.....	189·70	189·45	192·20	191·25	.....	191·65	191·00	191·50	191·60	190·90	.....
26	.....	.....	.....	191·95	194·25	192·95	191·70	191·00	191·55	.....	.....	190·65
27	190·05	.....	.....	191·95	194·15	192·95	191·65	.....	191·30	191·70	190·95	190·55
28	.....	189·70	189·80	191·85	.....	192·75	191·65	191·10	191·20	191·75	190·90	190·50
29	.....	.....	.....	191·85	192·15	192·60	191·65	191·10	191·15	.....	190·90	190·55
30	.....	.....	.....	.....	192·05	192·50	.....	191·10	191·15	191·70	190·95	190·60
31	189·95	.....	.....	.....	192·00	.....	191·95	191·10	.....	191·60	.....	.....

ELEVATIONS of Lake Deschênes at Britannia, Ont., during 1906.

TABLE No. 88.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	191·00	.....	193·75	194·75	.....	191·45	190·25	189·80	.....	190·45
2	190·75	.....	190·95	191·10	193·80	194·75	.....	191·40	.....	189·75	190·00	.....
3	190·70	.....	190·95	191·10	193·85	.....	193·50	191·35	.....	189·65	190·05	190·45
4	190·70	.....	.....	191·15	193·95	194·65	193·90	191·25	190·35	189·65	.....	.....
5	190·65	.....	190·95	191·25	193·25	194·50	193·80	.....	190·20	189·65	190·20	190·35
6	190·60	191·45	190·95	191·35	.....	194·50	193·65	191·20	190·15	189·70	190·30	.....
7	.....	191·35	190·80	191·45	194·45	194·40	193·45	191·20	190·10	.....	190·20	190·30
8	190·60	191·30	190·75	.....	194·60	194·40	.....	191·15	190·05	189·80	190·10	.....
9	190·55	191·20	190·75	191·65	.....	194·70	193·40	191·15	.....	189·70	190·00	.....
10	190·45	191·20	190·70	191·80	194·80	194·65	193·15	191·00	190·15	189·75	190·10	190·30
11	190·45	.....	.....	191·85	194·80	194·75	193·05	190·95	190·00	189·65	.....	.....
12	190·45	191·15	190·70	191·90	194·95	194·80	192·90	.....	189·95	189·60	190·35	190·20
13	190·45	191·15	190·65	.....	.....	194·85	192·80	191·10	189·90	189·55	190·25	.....
14	190·50	191·05	190·60	191·85	195·15	194·80	192·70	191·00	189·95	.....	190·25	190·20
15	190·50	190·95	190·60	.....	195·15	194·85	.....	190·95	189·80	189·75	190·15	.....
16	190·45	190·75	190·55	192·05	195·25	194·80	192·60	190·90	.....	189·70	190·25	.....
17	190·45	190·80	190·50	192·05	195·25	194·80	192·45	190·85	189·90	189·70	190·25	.....
18	190·45	.....	.....	192·15	195·30	194·85	192·30	190·80	189·85	.....	.....	190·30
19	190·45	190·85	190·55	192·25	.....	194·80	192·20	.....	189·80	189·60	190·35	.....
20	190·45	190·75	190·50	192·45	195·25	194·75	192·10	190·75	189·70	189·75	190·35	190·15
21	.....	190·80	190·40	192·65	195·20	194·75	192·00	190·75	189·70	.....	190·15	.....
22	190·50	190·95	190·40	.....	195·15	194·70	.....	190·65	189·65	189·90	190·20	190·10
23	190·85	190·95	190·35	193·35	195·10	194·65	192·00	190·65	.....	189·90	190·20	.....
24	191·45	190·95	190·30	193·65	195·00	.....	191·85	190·60	189·85	189·80	190·15	.....
25	191·75	.....	.....	193·65	195·05	194·65	191·75	190·50	189·65	189·85	.....	.....
26	191·75	191·25	190·35	193·75	195·00	194·55	191·65	.....	189·60	189·85	190·35	.....
27	191·65	191·15	190·50	193·85	194·95	194·50	191·60	190·55	189·65	189·80	190·40	190·05
28	.....	191·10	190·75	193·80	194·95	194·45	191·50	190·45	189·60	.....	190·40	.....
29	191·85	.....	190·80	.....	194·85	194·45	.....	190·35	189·55	190·10	190·45	190·05
30	171·75	.....	190·95	193·90	194·85	194·35	191·60	190·35	.....	189·95	190·35	.....
31	191·75	.....	190·95	.....	194·80	.....	191·50	190·30	.....	189·95	.....	.....

ELEVATIONS of Lake Deschênes at Britannia, Ont., during 1907.

TABLE No. 89.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	.....	.....	.....	.....	193·10	.....	.....	.....	.....	.....	.....	.....
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	.....	.....	.....	.....	193·50	.....	.....	.....	.....	.....	.....	.....
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	.....	.....	.....	.....	193·35	.....	.....	.....	.....	.....	.....	.....
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	.....	.....	189·65	192·05	193·25	.....	.....	.....	.....	.....	.....	.....
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	.....	.....	.....	192·15	195·15	.....	.....	.....	.....	.....	.....	.....
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	.....	.....	189·90	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28	.....	.....	.....	191·85	.....	.....	.....	.....	.....	.....	.....	.....
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31	.....	.....	192·35	.....	.....	.....	.....	.....	.....	.....	.....	.....

SESSIONAL PAPER No. 19a

ELEVATIONS of Lake Deschênes at Britannia, Ont., during 1908.

TABLE No. 90.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						196·45						
2						196·55						
3					195·95	196·55						
4					195·95	196·65						
5					195·95	196·75						
6					195·85	196·75						
7					195·95	196·75						
8					195·95	196·65						
9					196·35	196·65						
10					196·55	196·55						
11					196·65	196·45						
12					196·75	196·05						
13					197·05	195·95						
14					197·15							
15					197·25							
16					197·35							
17					197·55							
18					197·55							
19					197·35							
20					197·25							
21					197·25							
22					197·15							
23					197·15							
24					197·05							
25					196·95							
26					196·85							
27					196·75							
28					196·55							
29					196·45							
30					195·45							
31												

ELEVATIONS of Lake Deschênes at Britannia, Ont., during 1909.

TABLE No. 91

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						198·20	194·25	193·35	191·75		191·65	191·60
2						198·05	194·20	193·35	191·60	191·30	191·65	191·60
3					195·10	197·75		193·30	191·00	191·30	191·65	
4					195·00	197·75		193·30		191·30	191·65	
5					194·90	197·60	193·80	193·30		191·30	191·60	
6					194·80	197·45	193·70	193·00	191·60	191·25	191·60	
7					194·80	197·30	193·60	192·90	191·50	191·25	191·55	
8					194·70	197·05	193·45	192·80	191·50	191·25	191·55	
9					194·75	196·90	193·30	192·65	191·50	191·25	191·50	
10					195·00	196·75	193·25	192·50	191·45	191·25	191·50	191·85
11					195·30	196·55	193·15	192·50	191·50	191·30	191·50	192·05
12					195·80	196·35	193·10	192·40	191·50	191·35	191·50	192·10
13					196·10	196·25		192·30	191·50	191·30	191·50	191·90
14					196·40	196·10		192·25	191·45	191·25	191·50	191·75
15					196·65	195·90		192·25	191·45	191·25	191·40	191·65
16					196·90	195·75	192·70	192·20	191·50	191·25	191·45	191·55
17					197·10	195·70	192·55	192·15	191·45	191·45	191·40	191·45
18					197·30		192·50	192·10	191·45	191·45		191·15
19					197·50	195·40	192·50	192·10	191·50	191·40	191·45	191·45
20					197·80	195·35	192·45	192·10	191·50	191·40	191·45	191·45
21					198·00		192·35	192·00	191·45	191·35	191·50	191·45
22					198·10	195·20	192·30	192·00	191·45	191·40	191·60	191·35
23					198·25		192·30	192·05	191·45	191·45	191·60	191·25
24					198·25	194·90		192·00	191·40	191·50	191·60	191·25
25					198·30	194·75	192·45	192·00	191·45	191·50	191·65	191·25
26					198·30	194·70	192·20		191·40	191·55	191·65	191·25
27					198·30		192·30	191·80	191·40	171·60	191·65	191·25
28					198·35	194·55	193·30	191·90		191·65	191·65	191·05
29					198·40		193·30			191·70	191·60	191·05
30					198·40	191·30	193·50	191·50			191·60	191·00
31					198·35		193·50	191·75				191·00

ELEVATIONS at Lake Deschênes at Britannia, Ont., during 1910.

TABLE No. 92.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	191·00	190·55	190·00									
2	191·00	190·55	190·00									
3	191·05	190·50	190·00									
4	191·00	190·50	190·05									
5	190·95	190·45	190·10									
6	190·80	190·45	190·15									
7	190·80	190·45	190·35									
8	190·80	190·30	190·50									
9	190·80	190·30	190·55									
10	190·80	190·30	190·50									
11	190·70	190·25	190·50									
12	190·70	190·30	190·50									
13	190·65	190·30	190·50									
14	190·65	190·30	190·60									
15	190·60	190·30	190·60									
16	190·60	190·30	190·50									
17	190·60	190·20	190·45									
18	190·55	190·20	190·50									
19	190·55	190·20	190·35									
20	190·55	190·20	190·35									
21	190·55	190·20	190·65									
22	190·60	190·20	190·75									
23	190·70	190·15	190·90									
24	190·75	190·15	191·05									
25	190·70	190·15	191·45									
26	190·65	190·05	191·75									
27	190·65	190·05	191·85									
28	190·60	190·10	191·95									
29	190·60		192·05									
30	190·60		192·15									
31	190·60		192·40									

ELEVATIONS of Ottawa River at foot of Deschênes Rapids, during 1901.

TABLE No. 93

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1								181·30			180·75	
2												180·00
3							182·60	181·25			180·65	
4											180·70	180·70
5											180·75	180·65
6							182·35	181·10			180·70	180·60
7											180·65	180·60
8							182·35	181·10				180·60
9							182·20			180·05		
10							182·10		180·05			
11												180·50
12							182·00					180·50
13								180·90	180·05			180·50
14									180·10	180·05		180·55
15							181·85				180·70	
16										180·00		180·90
17							181·80					180·90
18												180·90
19							181·50					180·90
20							181·60				180·75	180·90
21										180·10		180·90
22							181·60			180·15		
23								180·75		180·25		181·00
24							181·55		180·05			181·00
25												181·10
26							181·35	180·70				
27										180·35	180·90	181·10
28										180·50		
29										180·50	181·25	181·05
30							181·35			180·55		
31										180·60		181·25

SESSIONAL PAPER No. 19a

Elevations of Ottawa River at foot of Deschênes Rapids, during 1902.

Table No. 94.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	181·75	180·85	.....	183·45	184·25	.....	.....	.....	.....	.....	.....	.....
2	181·50	.....	180·35	183·65	.....	184·50	.....	182·40	181·40	.....	181·35	.....
3	181·35	.....	.....	.....	.....	.....	183·65	.....	.....	.....	.....	.....
4	181·30	.....	.....	183·95	184·35	.....	.....	.....	181·25	.....	.....	.....
5	181·25	.....	.....	.....	.....	184·50	.....	.....	.....	181·05	.....	.....
6	181·10	180·75	180·85	184·20	.....	.....	183·50	182·40	.....	.....	.....	.....
7	181·00	.....	.....	184·25	.....	.....	.....	.....	.....	.....	.....	183·15
8	181·00	.....	181·00	.....	184·40	184·50	.....	.....	181·15	.....	.....	.....
9	181·00	.....	.....	184·25	.....	.....	.....	.....	.....	.....	181·90	.....
10	181·00	.....	181·40	184·15	.....	.....	.....	182·35	.....	.....	.....	.....
11	180·95	.....	.....	.....	185·00	.....	.....	.....	.....	.....	.....	.....
12	180·95	.....	.....	184·00	.....	184·50	.....	.....	181·35	181·25	.....	.....
13	.....	.....	.....	.....	.....	.....	183·25	.....	.....	.....	.....	.....
14	180·95	180·85	181·75	184·00	184·90	.....	.....	.....	181·40	.....	.....	182·90
15	180·85	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	.....	.....	181·90	184·00	.....	184·40	.....	182·40	.....	.....	182·65	.....
17	.....	180·70	.....	.....	.....	.....	183·10	.....	.....	.....	.....	.....
18	181·00	.....	182·50	184·00	184·90	.....	.....	.....	181·55	.....	.....	.....
19	181·10	.....	.....	.....	.....	.....	.....	.....	.....	181·35	.....	.....
20	.....	.....	.....	184·00	184·80	184·25	182·95	182·10	.....	.....	.....	.....
21	181·05	.....	182·40	.....	.....	.....	.....	.....	181·65	.....	.....	182·50
22	.....	.....	.....	184·00	.....	.....	.....	.....	.....	.....	.....	.....
23	.....	180·35	182·65	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	.....	.....	.....	.....	.....	184·25	182·90	182·90	.....	.....	.....	.....
25	.....	.....	182·75	184·00	184·75	.....	.....	.....	.....	.....	.....	.....
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	181·40	.....	.....
27	180·85	.....	182·85	184·10	.....	184·15	182·75	.....	181·15	.....	.....	.....
28	.....	.....	.....	.....	184·60	.....	.....	.....	.....	.....	.....	.....
29	.....	.....	182·85	184·15	.....	.....	.....	.....	.....	.....	.....	.....
30	.....	.....	183·00	.....	184·50	183·60	182·65	.....	.....	.....	183·25	182·00
31	.....	.....	183·25	.....	.....	.....	.....	181·60	.....	.....	.....	.....

Elevations of Ottawa River at foot of Deschênes Rapids, during 1903.

Table No. 95.

Day of the Month.	Jan.	Feb.	Mar.	April.	May	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	.....	.....	184·10	.....	.....	.....	181·60	.....	180·90
2	.....	.....	.....	183·95	.....	.....	.....	.....	.....	.....	181·65	180·90
3	.....	180·65	181·40	.....	183·40	.....	184·40	182·40	.....	.....	181·60	180·85
4	.....	.....	.....	183·85	.....	.....	.....	.....	.....	181·50	181·55	180·85
5	.....	.....	.....	183·65	.....	.....	184·00	.....	181·40	.....	.....	180·75
6	181·75	.....	181·75	.....	.....	.....	.....	.....	.....	181·50	181·50	180·65
7	.....	.....	.....	183·75	183·65	.....	.....	182·25	.....	.....	.....	.....
8	.....	.....	.....	183·85	.....	183·75	183·65	.....	.....	.....	181·55	180·90
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	.....	180·60	181·95	184·05	184·00	.....	.....	.....	181·40	.....	181·50	180·85
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	181·75	.....	180·85
12	.....	.....	.....	184·00	.....	.....	183·25	182·10	.....	.....	181·50	.....
13	181·60	.....	.....	.....	184·25	.....	.....	.....	.....	.....	.....	180·85
14	.....	.....	182·30	183·85	.....	.....	.....	.....	.....	181·75	.....	.....
15	.....	.....	.....	.....	.....	.....	182·90	.....	.....	181·90	181·50	180·80
16	.....	.....	.....	183·85	.....	.....	.....	.....	181·25	182·00	181·40	180·80
17	.....	.....	.....	.....	184·85	.....	.....	.....	.....	181·90	181·40	.....
18	.....	.....	182·40	.....	.....	.....	.....	181·80	181·40	182·00	181·40	180·75
19	.....	.....	.....	183·80	.....	.....	182·75	.....	181·50	182·00	181·40	.....
20	181·10	.....	182·85	.....	184·75	.....	.....	.....	181·50	182·00	181·35	.....
21	.....	.....	183·15	.....	.....	183·65	.....	.....	181·60	181·95	181·25	.....
22	.....	.....	183·40	183·75	.....	.....	.....	181·60	.....	.....	181·25	.....
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	181·25	180·85
24	.....	180·90	183·75	.....	184·60	183·75	.....	.....	181·75	.....	181·25	.....
25	.....	.....	184·00	183·75	.....	.....	.....	181·60	181·75	.....	181·40	180·85
26	.....	.....	184·10	.....	.....	.....	.....	.....	.....	182·10	181·25	.....
27	180·75	.....	.....	.....	184·45	183·85	.....	.....	181·75	.....	181·15	180·75
28	.....	.....	184·15	183·65	.....	.....	.....	.....	.....	.....	181·10	.....
29	.....	.....	184·15	.....	.....	.....	.....	.....	.....	.....	181·00	180·25
30	.....	.....	.....	183·50	.....	183·90	.....	181·50	.....	.....	.....	.....
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

ELEVATIONS of Ottawa River at foot of Deschênes Rapids, during 1904.

TABLE No. 96.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	180·75	180·40	180·15	181·15	.....	.....	185·30	182·65	181·20	.....	182·60	.....
2	180·75	.....	180·20	181·35	.....	186·85	185·30	182·65	181·20	.....	.....	.....
3	180·65	180·40	.....	181·60	185·75	186·90	.....	182·50	.....	.....	.....	.....
4	.....	180·40	180·25	182·00	186·00	187·00	185·05	182·35	181·25	.....	.....	.....
5	180·65	180·40	.....	182·20	186·25	.....	184·85	182·25	181·35	.....	183·50	.....
6	.....	.....	179·95	182·30	.....	187·00	184·60	.....	181·40	.....	.....	181·60
7	.....	180·40	.....	182·45	186·40	.....	184·60	182·20	.....	.....	182·45	.....
8	.....	180·35	.....	182·55	186·50	187·20	184·40	182·10	.....	.....	.....	.....
9	180·60	.....	180·00	182·75	186·65	.....	184·20	182·00	181·35	.....	.....	181·50
10	.....	180·50	.....	183·35	185·75	187·15	184·05	181·90	.....	.....	.....	.....
11	180·50	.....	180·00	.....	186·85	.....	184·05	181·90	181·40	182·05	182·30	.....
12	.....	180·35	.....	183·55	186·75	187·35	.....	181·85	.....	.....	.....	.....
13	.....	180·30	180·00	183·65	186·75	187·10	183·90	181·85	181·40	.....	.....	181·45
14	180·50	.....	.....	183·65	186·65	.....	183·80	181·80	.....	.....	.....	.....
15	.....	180·40	180·00	183·85	186·70	187·00	.....	.....	181·30	.....	182·15	.....
16	180·50	.....	.....	183·90	186·75	186·90	183·75	181·75	181·20	.....	.....	181·35
17	180·50	180·40	180·00	183·85	186·85	186·60	183·65	.....	.....	.....	.....	.....
18	180·50	180·35	.....	183·85	186·90	.....	.....	181·70	181·00	.....	181·95	.....
19	180·50	.....	.....	183·90	.....	186·25	183·60	181·65	181·00	.....	.....	181·30
20	180·50	180·25	180·00	183·85	186·75	.....	183·50	181·65	.....	182·75	.....	.....
21	180·50	180·05	180·25	183·70	.....	.....	.....	.....	181·15	.....	.....	.....
22	180·50	180·40	180·15	183·40	186·60	185·85	.....	181·60	181·15	.....	181·90	.....
23	180·50	180·35	.....	183·25	.....	.....	.....	181·60	181·25	.....	.....	181·35
24	.....	180·35	180·15	183·15	186·50	185·65	.....	181·45	.....	.....	.....	.....
25	180·45	.....	180·35	183·10	.....	185·60	183·15	181·50	181·40	.....	.....	.....
26	180·40	180·35	180·40	183·10	186·50	.....	183·00	.....	181·40	182·40	181·90	.....
27	180·40	180·15	180·35	.....	.....	185·60	182·90	181·40	.....	.....	.....	182·35
28	180·40	180·05	180·75	.....	.....	.....	182·80	181·40	181·40	182·70	.....	.....
29	180·40	.....	180·90	.....	.....	185·50	182·65	181·30	181·50	.....	.....	.....
30	180·40	.....	180·90	.....	.....	185·40	182·65	181·25	.....	.....	.....	.....
31	180·40	.....	181·00	.....	.....	.....	182·65	.....	.....	.....	.....	.....

ELEVATIONS of Ottawa River at foot of Deschênes Rapids, during 1905.

TABLE No. 97.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	.....	182·60	184·05	.....	.....	.....	.....	.....	.....
2	.....	180·90	.....	.....	182·50	184·05	.....	.....	.....	.....	.....	.....
3	181·50	.....	.....	.....	182·55	183·95	.....	.....	.....	.....	.....	.....
4	.....	181·05	180·45	182·30	182·75	.....	.....	.....	.....	.....	.....	.....
5	.....	.....	.....	182·55	182·95	183·90	.....	.....	.....	.....	.....	.....
6	.....	.....	.....	182·75	183·10	183·75	.....	.....	.....	.....	.....	.....
7	.....	.....	180·45	182·85	.....	183·75	.....	.....	.....	.....	.....	.....
8	.....	180·90	.....	182·90	183·35	183·75	.....	.....	.....	.....	.....	.....
9	.....	.....	.....	.....	183·55	183·75	.....	.....	.....	.....	.....	.....
10	.....	.....	180·30	182·95	183·70	183·75	.....	.....	.....	.....	.....	.....
11	.....	180·80	.....	182·95	183·80	.....	.....	.....	.....	.....	.....	.....
12	.....	.....	.....	183·00	184·15	183·75	.....	.....	.....	.....	.....	.....
13	181·65	.....	.....	182·95	184·15	183·75	.....	.....	.....	.....	.....	.....
14	.....	180·85	180·25	182·95	.....	183·75	.....	.....	.....	.....	.....	.....
15	.....	.....	.....	183·00	184·25	183·70	.....	.....	.....	.....	.....	.....
16	.....	.....	.....	.....	184·25	183·70	.....	.....	.....	.....	.....	.....
17	181·60	180·65	180·20	183·05	184·20	183·70	.....	.....	.....	.....	.....	.....
18	.....	.....	.....	182·95	184·30	.....	.....	.....	.....	.....	.....	.....
19	.....	.....	.....	182·80	184·45	183·70	.....	.....	.....	.....	.....	.....
20	181·20	.....	.....	182·80	184·45	183·70	.....	.....	.....	.....	.....	.....
21	.....	180·75	180·25	182·75	.....	183·65	.....	.....	.....	.....	.....	.....
22	.....	.....	.....	182·65	184·55	183·55	.....	.....	.....	.....	.....	.....
23	.....	.....	.....	.....	184·60	183·45	.....	.....	.....	.....	.....	.....
24	181·15	.....	.....	182·75	.....	183·35	.....	.....	.....	.....	.....	.....
25	.....	180·60	180·15	182·70	184·45	.....	.....	.....	.....	.....	.....	.....
26	.....	.....	.....	182·40	184·45	183·25	.....	.....	.....	.....	.....	.....
27	181·75	.....	.....	181·85	184·35	183·20	.....	.....	.....	.....	.....	.....
28	.....	180·60	180·40	182·35	.....	183·15	.....	.....	.....	.....	.....	.....
29	.....	.....	.....	182·35	184·30	182·90	.....	.....	.....	.....	.....	.....
30	.....	.....	.....	.....	184·25	182·85	.....	.....	.....	.....	.....	.....
31	181·00	.....	.....	.....	184·15	.....	.....	.....	.....	.....	.....	.....

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River at Baker's Bay during 1901.

TABLE No. 98.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov	Dec.
1												
2												
3							182·55					
4												
5												
6												
7												
8												
9												
10												
11												
12							181·75					180·45
13								180·75	179·95	180·00		
14												
15											180·65	
16												
17												
18												
19												
20												
21												
22												
23												
24												
25												
26												
27								180·65		180·25	180·75	180·95
28												
29												
30									180·00			
31							181·15					181·20

ELEVATIONS of Ottawa River at Baker's Bay during 1902.

TABLE No. 99.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	181·65			183·15								
2												
3			180·35									
4												
5												
6												
7												
8												
9												
10											181·85	
11												
12									181·25	181·15		
13												
14					184·85							182·80
15		180·75										
16	180·85			181·00		184·25						
17			181·95					182·35				
18												
19												
20												
21												
22												
23												
24												
25												
26												
27									181·15	181·35		
28												
29				184·00								
30					184·45	183·55	182·60				183·05	181·95
31	180·80											

Elevations of Ottawa River at Baker's Bay during 1903.

Table No. 100.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						184·00	183·95					
2												
3			181·35					182·40				
4							184·35					
5												
6	181·80											
7												
8												
9									181·15			
10												
11										181·55		180·70
12												
13	181·65							181·95			181·45	
14												
15							182·75					
16				183·75								
17		180·65			184·70							
18			182·35									
19												
20												
21												
22						183·60						
23												
24												
25												
26												
27	180·65								181·55	181·95	181·10	
28												
29												
30			184·15	183·45								180·65
31												

Elevations of Ottawa River at Baker's Bay during 1904.

Table No. 101.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	180·65						185·35					
2												
3					186·75							
4												
5									181·35			181·50
6												
7							184·65				182·45	
8												
9												
10												
11					186·85							
12						187·25				181·95		
13												
14												
15	180·55	180·25	179·95	183·65				181·65	181·25			
16					186·75						181·90	
17												
18										182·70		
19												
20					186·80							181·25
21												
22												
23												
24												
25												
26				183·05	186·55							
27											181·85	
28										182·65		
29		179·95										
30				183·95					181·50			
31	180·30		180·80				182·60	181·10				181·35

SESSIONAL PAPER No. 19a

E.51(9)*&: of Ottawa River at Baker's Bay during 1905.

TABLE No. 102.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	180·95	180·45	.....	182·45	.....	.....	.....	.....	180·85	.....	.....
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	.....	.....	.....	.....	.....	.....	.....	182·15	181·25	.....	.....	.....
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	181·45	.....	.....	.....	.....	183·65	182·70	.....	.....	.....	.....	.....
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	.....	.....	.....	182·85	.....	.....	.....	.....	.....	.....	.....	.....
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	.....	.....	.....	.....	.....	.....	181·95	.....	.....	.....	.....	.....
13	.....	.....	.....	.....	182·15	.....	.....	.....	.....	.....	.....	.....
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	.....	.....	.....	.....	.....	.....	.....	.....	180·95	.....	.....	.....
16	181·55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	.....	.....	.....	.....	.....	.....	.....	181·45	.....	.....	.....	.....
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	.....	.....	.....	182·90	.....	.....	.....	.....	.....	.....	.....	.....
20	.....	180·70	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	.....	.....	.....	.....	.....	183·50	.....	.....	.....	.....	.....	.....
22	181·05	.....	.....	.....	184·55	.....	.....	.....	.....	.....	.....	.....
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	.....	.....	.....	.....	.....	.....	.....	.....	181·35	.....	.....	.....
26	.....	.....	.....	182·75	.....	.....	.....	181·05	.....	.....	.....	.....
27	181·85	.....	180·50	.....	.....	.....	.....	.....	.....	.....	.....	.....
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	.....	.....	.....	.....	.....	.....	181·90	.....	.....	.....	.....	.....
30	.....	.....	.....	.....	.....	182·65	.....	.....	.....	.....	.....	.....
31	.....	.....	180·95	.....	.....	.....	.....	.....	.....	.....	.....	.....

ELEVATION of Ottawa River, at Skead's Mills, Ont., during 1904.

TABLE No. 103.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	182·45	.....
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	181·55
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	182·35	.....
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	181·45
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	182·35	.....
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	181·35
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	181·90	182·20	.....
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	181·25
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	182·05	.....
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	181·20
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	181·80	.....
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	182·50	.....	181·15
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	181·75	.....
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	181·30
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	182·50	181·70	.....
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	182·35
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	182·50	.....	.....
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	181·75
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

ELEVATIONS of Ottawa River, at Skead's Mills, Ont., during 1905.

TABLE No. 104.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					182·50	183·90						
2					182·45	183·85						
3	181·40				182·55	183·75						
4		181·00	180·35	182·20	182·65							
5				182·35	182·65	183·70						
6	181·75			182·65		183·55						
7			180·35	182·75		183·50						
8		180·80		182·75	183·15	183·60						
9					183·45	183·55						
10	181·45		180·25	182·85	183·45	183·55						
11		180·70		182·75	183·65							
12				182·90	183·85	183·55						
13	181·45			182·90	183·95	183·55						
14		180·75	180·15	182·85		183·55						
15				182·85	184·05	183·50						
16					184·10	183·50						
17	181·40	180·55	180·10	182·90	184·10	183·45						
18				182·95	184·15							
19				182·65	184·30	183·45						
20	181·15			182·65	184·35	183·45						
21		180·65	180·15	182·55		183·45						
22				182·45	184·40	183·30						
23					184·40	183·25						
24	181·10			182·45		183·15						
25		180·50	180·10	182·45	184·25							
26				182·30	184·25	183·00						
27	181·55			182·15	184·15	182·95						
28		180·45	180·35	182·15		182·80						
29				182·10	184·05	182·65						
30					184·00	182·55						
31	180·85		181·20		183·95							

ELEVATIONS of Ottawa River, above iLttle Chaudière Falls, during 1904.

TABLE No. 105.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						181·95						
2								178·35				
3					181·35							
4												
5												
6												
7												
8				177·45								
9												
10			176·00				179·75					
11												
12						182·40		177·85				176·45
13										177·20	177·45	
14												
15					181·95							
16											177·05	
17										177·75		
18			175·95									
19												
20												
21							179·05					
22												176·25
23				178·55								
24										177·70		
25												
26												
27												
28					182·05					178·80		177·55
29												
30				179·85		180·55						
31			176·95				178·45					176·85

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Ottawa Water Works, during 1901.

TABLE No. 106

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12									167·80	166·90	169·10	169·15
13								168·85				
14												
15												
16												
17												
18												
19												
20												
21												
22												
23												
24												
25							169·45					
26											169·35	
27									167·60			169·65
28								168·55		168·75		
29							169·45					
30									167·45			
31							169·35	168·45				169·15

ELEVATIONS of Ottawa River, at head of Ottawa Water Works, during 1902.

TABLE No. 107.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	170·60											
2			168·65									
3												
4												
5												
6						172·45						
7												
8												
9												
10												
11											170·15	170·65
12									169·05			
13								170·00				
14							171·40					
15	169·65	168·25		172·25	172·85							
16												
17												
18										169·35		
19												
20												
21												
22												
23												
24												
25												
26												170·95
27										169·65	171·25	
28									169·35			
29							170·75	169·55				
30	169·10			172·45		171·75						
31			171·65									169·95

ELEVATIONS of Ottawa River, at head of Ottawa Water Works, during 1903.

TABLE No. 108.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	167·55	171·55	.....	.....	.....	.....	.....	.....	.....	.....
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	168·45
12	.....	.....	.....	.....	.....	.....	.....	.....	168·55	.....	.....	.....
13	.....	.....	.....	.....	.....	.....	.....	169·55	.....	.....	169·45	.....
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	169·55	168·45	.....	.....	.....	171·45	170·55	.....	.....	169·45	.....	.....
16	.....	.....	.....	170·55	172·45	.....	.....	.....	.....	.....	.....	.....
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	.....	.....	.....	.....	.....	.....	.....	.....	169·55	.....	168·55	.....
28	.....	.....	.....	.....	.....	.....	.....	168·55	.....	.....	.....	.....
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	.....	.....	.....	.....	171·60	171·45	169·60	.....	.....	169·45	.....	.....
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	168.45

ELEVATIONS of Ottawa River, at head of Ottawa Water Works, during 1904.

TABLE No. 109.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	168·55	.....	.....	.....	171·55	174·85	.....	171·25	.....	.....	170·10	.....
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·30
4	.....	.....	.....	169·55	.....	.....	172·25	.....	.....	.....	.....	.....
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·90	.....
6	.....	.....	.....	.....	174·45	.....	.....	.....	.....	.....	.....	169·30
7	.....	.....	.....	.....	.....	.....	171·75	.....	.....	.....	169·90	.....
8	.....	.....	.....	169·55	.....	.....	.....	.....	.....	.....	.....	.....
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·75
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·50	169·70	.....
12	.....	.....	.....	171·45	.....	175·65	.....	169·45	.....	.....	.....	.....
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·50
14	.....	.....	.....	.....	.....	.....	171·55	.....	.....	.....	.....	.....
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·65	.....
16	167·45	167·55	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·15
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·65	.....
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	.....	.....	.....	.....	175·05	.....	.....	.....	.....	170·00	.....	169·60
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·60	.....
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·20
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	.....	.....	166.45	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	170·05	169·55	.....
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	170·35
28	.....	.....	166·45	.....	.....	.....	.....	.....	.....	170·05	.....	.....
29	.....	166·55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	.....	.....	.....	.....	.....	172·65	.....	.....	.....	.....	.....	170·60
31	166·65	.....	168·45	.....	.....	.....	.....	.....	.....	.....	.....	.....

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Ottawa Water Works, during 1905.

TABLE No. 110.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	.....	169·95	171·75	.....	.....	.....	.....	.....	.....
2	.....	.....	.....	.....	170·00	171·60	.....	.....	.....	.....	.....	.....
3	169·00	.....	.....	.....	170·25	171·45	.....	.....	.....	.....	.....	.....
4	.....	170·15	166·70	169·80	170·35	.....	.....	.....	.....	.....	.....	.....
5	.....	.....	.....	169·95	170·45	171·40	.....	.....	.....	.....	.....	.....
6	169·95	.....	.....	170·15	170·55	171·35	.....	.....	.....	.....	.....	.....
7	.....	.....	166·50	170·25	.....	171·35	.....	.....	.....	.....	.....	.....
8	.....	169·75	.....	170·45	170·85	171·35	.....	.....	.....	.....	.....	.....
9	.....	.....	.....	.....	171·05	171·30	.....	.....	.....	.....	.....	.....
10	169·85	.....	166·35	170·45	171·15	171·30	.....	.....	.....	.....	.....	.....
11	.....	169·15	.....	170·55	171·30	.....	.....	.....	.....	.....	.....	.....
12	.....	.....	.....	170·60	171·55	171·35	.....	.....	.....	.....	.....	.....
13	170·50	.....	.....	170·60	171·60	171·30	.....	.....	.....	.....	.....	.....
14	.....	169·50	166·65	170·60	.....	171·30	.....	.....	.....	.....	.....	.....
15	.....	.....	.....	170·60	171·75	171·25	.....	.....	.....	.....	.....	.....
16	.....	.....	.....	.....	171·80	171·25	.....	.....	.....	.....	.....	.....
17	169·95	168·95	166·00	170·75	171·80	171·25	.....	.....	.....	.....	.....	.....
18	.....	.....	.....	170·60	171·90	.....	.....	.....	.....	.....	.....	.....
19	.....	.....	.....	170·60	171·95	171·30	.....	.....	.....	.....	.....	.....
20	169·10	.....	.....	170·45	172·00	171·30	.....	.....	.....	.....	.....	.....
21	.....	168·50	166·45	170·45	.....	171·15	.....	.....	.....	.....	.....	.....
22	.....	.....	.....	170·25	172·10	171·05	.....	.....	.....	.....	.....	.....
23	.....	.....	.....	.....	172·10	151·00	.....	.....	.....	.....	.....	.....
24	169·60	.....	.....	170·15	.....	170·90	.....	.....	.....	.....	.....	.....
25	.....	167·70	166·00	169·95	171·95	.....	.....	.....	.....	.....	.....	.....
26	.....	.....	.....	169·85	171·90	170·80	.....	.....	.....	.....	.....	.....
27	170·25	.....	.....	169·85	171·80	170·70	.....	.....	.....	.....	.....	.....
28	.....	167·35	167·15	169·85	.....	170·55	.....	.....	.....	.....	.....	.....
29	.....	.....	.....	169·75	171·85	170·45	.....	.....	.....	.....	.....	.....
30	.....	.....	.....	.....	171·75	170·35	.....	.....	.....	.....	.....	.....
31	169·80	.....	168·80	.....	171·70	.....	.....	.....	.....	.....	.....	.....

ELEVATIONS of Ottawa River, at head of Booth's Mills, during 1904.

TABLE No. 111.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·70	.....
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·15
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·50	.....
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·50	.....
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·60
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·00	169·25	.....
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·35
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	167·25	.....
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	168·85
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·45	.....
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·55	.....	169·25
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·35	.....
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·20
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·55	169·25	.....
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	170·15
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·65	.....	.....
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	170·35
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

ELEVATIONS of Ottawa River, at head of Booth's Mills, during 1905.

TABLE No. 112.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	.....	169·45	171·50	.....	.....	.....	.....	.....	.....
2	.....	.....	.....	.....	169·75	171·35	.....	.....	.....	.....	.....	.....
3	168·70	.....	.....	.....	169·75	171·25	.....	.....	.....	.....	.....	.....
4	.....	.....	167·65	169·65	169·90	.....	.....	.....	.....	.....	.....	.....
5	.....	.....	.....	169·95	170·25	171·15	.....	.....	.....	.....	.....	.....
6	169·70	.....	.....	170·05	170·35	171·10	.....	.....	.....	.....	.....	.....
7	.....	.....	166·05	169·75	.....	171·25	.....	.....	.....	.....	.....	.....
8	.....	169·80	.....	170·15	170·45	171·10	.....	.....	.....	.....	.....	.....
9	.....	.....	.....	.....	170·85	171·05	.....	.....	.....	.....	.....	.....
10	169·45	.....	165·85	170·35	171·05	171·05	.....	.....	.....	.....	.....	.....
11	.....	167·45	.....	170·35	171·15	.....	.....	.....	.....	.....	.....	.....
12	.....	.....	.....	170·45	171·25	171·10	.....	.....	.....	.....	.....	.....
13	170·15	.....	.....	170·45	171·35	171·10	.....	.....	.....	.....	.....	.....
14	.....	168·20	166·15	170·45	.....	171·05	.....	.....	.....	.....	.....	.....
15	.....	.....	.....	170·30	171·55	171·05	.....	.....	.....	.....	.....	.....
16	.....	.....	.....	.....	171·55	171·05	.....	.....	.....	.....	.....	.....
17	169·45	.....	165·35	170·45	171·45	171·05	.....	.....	.....	.....	.....	.....
18	.....	.....	.....	170·30	171·65	.....	.....	.....	.....	.....	.....	.....
19	.....	.....	.....	170·25	171·75	170·95	.....	.....	.....	.....	.....	.....
20	.....	.....	.....	170·25	171·75	170·95	.....	.....	.....	.....	.....	.....
21	.....	167·45	166·25	170·15	.....	170·95	.....	.....	.....	.....	.....	.....
22	.....	.....	.....	170·05	171·85	170·85	.....	.....	.....	.....	.....	.....
23	.....	.....	.....	.....	171·85	170·75	.....	.....	.....	.....	.....	.....
24	.....	.....	.....	169·95	.....	170·65	.....	.....	.....	.....	.....	.....
25	.....	.....	167·50	169·75	171·65	.....	.....	.....	.....	.....	.....	.....
26	.....	.....	.....	169·65	171·65	170·55	.....	.....	.....	.....	.....	.....
27	169·75	.....	.....	169·55	171·55	170·55	.....	.....	.....	.....	.....	.....
28	.....	166·70	166·95	169·55	.....	170·30	.....	.....	.....	.....	.....	.....
29	.....	.....	.....	169·45	171·60	170·25	.....	.....	.....	.....	.....	.....
30	.....	.....	.....	.....	171·55	170·15	.....	.....	.....	.....	.....	.....
31	169·75	.....	168·70	.....	171·45	.....	.....	.....	.....	.....	.....	.....

ELEVATIONS of Ottawa River, at head of Eddy's Mills, Hull, Que., during 1904.

TABLE No. 113.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.°	June.	July.	Aug.	°Sept.°	Oct.	Nov.	Dec.
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·80	.....
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·10
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·65	.....
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·10
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·65	.....
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·35
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·30	169·60	.....
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·55
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·45	.....
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	168·95
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·30	.....
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·75	.....	169·45
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·25	.....
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·45
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·70	169·30	.....
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	170·45
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	169·65	.....	.....
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	170·50
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Eddy's Mills, Hull, Que., during 1905.

TABLE No. 114.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					169·25	170·80						
2					169·45	170·75						
3	169·50				169·45	170·05						
4		170·35	168·05	169·30	169·60							
5				169·45	169·75	170·55						
6	169·75			169·85	169·90	170·50						
7			167·85	169·65		170·55						
8		169·95		169·75	170·05	170·50						
9					170·25	170·50						
10	170·25		167·55	169·85	170·05	170·50						
11		169·65		169·85	170·50							
12				169·85	170·55	170·50						
13	170·65			169·80	170·75	170·50						
14		170·35	167·65	169·80		170·50						
15				169·75	170·80	170·45						
16					170·85	170·45						
17	170·35	169·35	167·45	169·85	170·85	170·45						
18				169·85	170·95							
19				169·75	171·05	170·45						
20	170·25			169·75	171·05	170·45						
21		169·15	167·35	169·75		170·40						
22				169·75	171·20	170·30						
23					171·15	170·20						
24	170·30			160·65		170·15						
25		168·75		169·50	171·05							
26				169·45	171·00	170·10						
27	170·25			169·45	170·90	170·00						
28		168·45	167·46	169·35		169·85						
29				169·30	170·95	169·80						
30					170·85	169·75						
31	170·15		168·80		170·80							

ELEVATIONS of Ottawa River at Bronson's Point, Ottawa, Ont., during 1901.

TABLE No. 115.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11											130·15	
12									129·60	128·85		130·25
13								130·75				
14												
15												
16												
17												
18												
19												
20												
21												
22												
23												
24										129·65		
25							131·65					
26												
27									128·35		130·05	133·05
28								130·25				
29												
30							131·65					
31												132·75

ELEVATIONS of Ottawa River at Bronson's Point, Ottawa, Ont., during 1902.

TABLE No. 116.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	133·05	.....	131·05	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	132·45	.....
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	136·65
12	.....	.....	.....	.....	.....	.....	.....	.....	130·75	.....	133·25	.....
13	.....	.....	.....	.....	.....	.....	.....	133·00	.....	131·05	.....	.....
14	.....	131·65	.....	.....	.....	.....	135·60	.....	.....	.....	.....	.....
15	132·05	.....	.....	139·50	140·70	139·25	.....	.....	.....	.....	.....	.....
16	.....	.....	137·70	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	.....	.....	.....	.....	.....	.....	.....	132·45	.....	.....	.....	.....
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	135·65
27	.....	.....	.....	.....	.....	.....	.....	.....	130·90	131·85	136·15	.....
28	.....	.....	.....	.....	.....	.....	.....	131·95	.....	.....	.....	.....
29	.....	.....	.....	139·80	.....	.....	134·25	.....	.....	.....	.....	.....
30	.....	.....	.....	.....	139·25	137·15	.....	.....	.....	.....	.....	.....
31	131·80	.....	139·55	.....	.....	.....	.....	.....	.....	.....	.....	134·75

ELEVATIONS of Ottawa River at Bronson's Point, Ottawa, Ont., during 1903.

TABLE No. 117.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	134·35	.....	132·45	138·45	.....	137·45	.....	.....	.....	.....	.....	.....
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	132·45	.....
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	131·55	130·55
12	.....	.....	.....	.....	.....	.....	.....	.....	130·55	132·60	.....	.....
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	.....	133·35	.....	.....	.....	.....	.....	132·45	.....	.....	.....	.....
15	.....	.....	.....	138·45	139·55	136·45	.....	.....	.....	.....	.....	.....
16	.....	.....	137·55	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	130·50	130·55
27	.....	.....	.....	.....	.....	.....	.....	.....	132·45	133·55	.....	.....
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	.....	.....	.....	.....	.....	.....	133·45	.....	.....	.....	.....	.....
30	132·55	.....	.....	137·45	137·55	137·45	.....	.....	.....	.....	.....	.....
31	.....	.....	.....	.....	.....	.....	.....	131·25	.....	.....	.....	130·45

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at Bronson's Point, Ottawa, Ont., during 1904.

TABLE No. 118.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	130·55											
2												
3					143·15							132·65
4												
5												
6												132·55
7												
8				138·45								
9												
10				141·45								
11												
12					145·40							
13												132·65
14												
15		130·45										
16	130·45		130·50	139·50								132·40
17												
18												
19												
20												132·30
21												
22											132·65	
23												132·10
24			130·60									
25												
26			131·45								132·50	
27												132·15
28												
29		129·60										
30				140·45								132·15
31	130·45											

ELEVATIONS of Ottawa River, at Bronson's Point, Ottawa, Ont., during 1905.

TABLE No. 119.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					134·05	138·50		133·00	130·25		131·75	130·60
2					134·85	138·45		132·90	130·30	130·15	131·70	132·15
3	131·85				135·65	138·05	134·10	132·80		130·15	131·80	
4		131·25	130·85	137·45	135·85		133·80	132·65		130·05	131·50	132·05
5				137·75	136·45	137·75	133·50	132·55	130·45	130·00		131·95
6	131·65			137·80	136·65	137·65	133·50		130·55	129·85	131·70	131·75
7			130·85	137·66		137·50	133·30	132·30	130·50	129·90	131·30	131·55
8		131·25		137·05	137·25	137·30	133·15	132·30	130·35		131·35	131·50
9					137·55	137·25		132·10	130·35	129·75	131·10	131·50
10	132·00		130·65	136·20	138·25	137·15	132·95	132·00		129·90	131·75	131·30
11		131·15		136·15	139·15		132·95		130·35	129·95	131·25	131·55
12				135·85	139·20	136·95	132·95	131·70	130·35	129·90		131·50
13	131·90			136·00	139·45	136·90	132·90		130·35	129·80	131·30	131·35
14		131·25	130·60	136·00		136·90	132·90	131·70	129·95	129·90	131·35	131·20
15				136·00	139·90	136·80	132·90	131·75	130·06		131·25	131·15
16					139·85	136·70		131·60	130·00		131·35	131·15
17	131·80	131·15	130·40	135·60	139·85	136·70	132·95	131·45		130·30	131·15	
18				135·45	139·95		132·95	131·35	130·30	130·50	131·15	131·00
19				135·35	139·95	136·65	132·95	131·20	130·55	130·55		130·95
20	131·80			135·15	140·05	136·65	133·00		130·75	131·00	130·95	130·85
21		131·10	130·55	135·05		136·50	132·95	131·00	130·80	130·75	130·95	131·10
22				135·00	140·35	136·35	132·95	130·85	130·75		130·95	131·10
23					140·25	136·16		130·65	130·70	131·25	130·85	131·05
24	131·75			134·55		135·85	132·80	130·60	130·55	131·50	130·95	
25		131·00	130·45	134·45	139·80		132·75	130·55	130·65	131·70	130·75	
26				134·45	139·60	135·55	132·65	130·45	130·65			130·95
27	131·65			134·35	139·35	135·30	132·65		130·55	132·00	131·05	130·90
28		131·00	131·55	134·15		135·05	132·65	130·25	130·45	132·00	131·35	130·85
29				134·10	138·95	134·75	132·75	130·20	130·40		131·30	130·95
30					138·85	134·50		130·35	130·30	131·90	131·05	130·00
31	131·45		135·35		138·70		133·00	130·30		131·95		

ELEVATIONS of Ottawa River, at Bronson's Point, Ottawa, Ont., during 1906.

TABLE No. 120.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	132·95	.....	137·15	139·45	.....	131·90	129·15	128·25	.....	129·65
2	131·20	.....	132·65	132·90	.....	139·15	.....	131·80	.....	128·40	129·15	.....
3	131·20	.....	132·55	132·80	137·40	.....	137·10	131·70	.....	128·35	129·10	.....
4	131·40	.....	.....	132·75	137·55	138·85	136·80	131·60	129·15	128·35	.....	130·35
5	131·25	.....	132·45	132·75	137·85	138·65	136·60	.....	129·10	128·30	129·00	.....
6	131·25	133·85	132·35	132·80	.....	138·65	136·40	.....	129·00	128·40	129·10	130·40
7	.....	133·75	132·25	132·85	138·45	138·75	136·10	131·45	129·00	.....	129·15	.....
8	131·10	133·60	132·20	.....	138·70	139·35	.....	131·30	129·00	128·25	129·10	131·65
9	131·15	133·40	132·10	133·20	.....	139·80	135·60	131·15	.....	128·30	129·15	.....
10	131·05	133·30	132·00	133·30	139·45	.....	135·40	131·05	128·95	128·40	129·10	.....
11	130·95	.....	.....	132·90	139·55	139·55	135·10	129·95	129·00	128·50	.....	130·40
12	131·00	132·95	131·75	132·85	139·75	139·45	134·80	.....	128·90	128·40	129·10	.....
13	130·90	132·80	131·75	.....	.....	139·45	134·60	130·85	128·85	128·45	129·10	130·25
14	130·75	132·90	131·65	133·05	140·35	139·45	134·40	130·70	128·75	.....	129·05	.....
15	130·90	132·75	131·50	.....	140·45	139·45	.....	130·55	128·75	128·40	129·05	130·30
16	130·90	132·70	131·40	132·70	140·50	139·40	133·90	130·50	.....	128·70	129·05	.....
17	130·85	132·50	131·30	132·55	140·60	.....	133·70	130·50	128·55	128·80	129·05	130·15
18	130·90	.....	.....	132·70	140·65	139·40	133·40	130·40	128·60	.....	.....	.....
19	130·85	132·30	131·10	132·95	140·80	139·15	133·25	.....	128·60	129·00	129·05	130·20
20	130·80	132·25	131·10	134·25	.....	139·00	133·10	130·25	128·60	128·95	129·25	.....
21	.....	132·20	130·95	134·75	140·80	138·80	132·95	130·25	128·55	.....	129·35	130·15
22	130·85	132·60	130·80	.....	140·80	138·75	.....	130·20	128·50	128·80	129·25	.....
23	131·55	132·80	130·75	135·90	140·75	138·75	132·75	130·10	.....	129·05	129·25	.....
24	133·95	132·75	130·70	136·35	140·65	.....	132·70	130·10	128·25	129·15	129·35	130·00
25	134·60	.....	.....	136·65	140·40	138·50	132·50	129·95	128·40	129·05	.....	.....
26	134·65	133·30	130·45	136·85	.....	138·45	132·35	.....	128·35	129·10	129·35	130·00
27	134·60	133·30	131·80	137·00	.....	138·25	132·15	129·75	128·30	129·20	129·75	.....
28	.....	133·00	132·95	137·15	140·15	138·10	132·05	129·80	128·25	.....	129·75	130·00
29	134·35	.....	133·40	.....	139·95	137·95	.....	129·65	128·45	129·00	129·80	.....
30	134·20	.....	133·60	137·10	139·75	137·85	131·90	129·45	.....	129·30	129·8	.....
31	134·20	.....	133·50	.....	139·55	.....	131·95	129·20	.....	129·30	.....	130·00

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1844.

TABLE No. 121.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	.....	143·90	140·65	135·95	132·55	131·90	130·05	131·70	.....
8	.....	.....	.....	132·45	142·15	138·95	135·05	132·15	131·90	130·95	132·05	.....
15	131·05	.....	.....	135·65	142·05	138·70	135·45	131·95	130·90	131·15	132·32	131·95
22	.....	.....	.....	144·20	139·80	137·15	133·90	130·90	130·40	131·15	132·20	131·65

ELEVATIONS of Ottawa River, foot of Rideau Canal, Ottawa, Ont., during 1845.

TABLE No. 122.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	131·15	130·40	131·90	135·90	146·45	140·95	134·30	131·90	130·05	132·65	137·20	135·45
8	131·20	130·30	132·20	136·15	148·45	138·65	133·65	131·45	129·70	134·90	135·90	136·05
15	132·65	130·45	132·15	136·30	145·95	136·80	133·15	130·95	130·95	136·20	136·45	135·70
22	130·70	130·65	132·15	138·65	144·30	135·65	133·05	130·20	131·80	136·55	135·70	134·40

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1846.

TABLE No. 123.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	134·30	131·80	130·40	136·65	139·05	140·95	138·95	130·70	128·05	127·55	...	...
8	132·95	131·40	130·15	136·20	140·30	138·95	130·45	127·45	127·55	127·55	130·20	130·45
15	...	130·90	130·65	138·80	139·95	131·45	132·20	129·55	127·30	...	...	...
22	132·30	130·65	132·65	138·30	139·45	131·45	129·05	127·40	126·95	130·70	130·70	129·55

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1850.

TABLE No. 124.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec
1	132·70	131·45	130·90	130·15	140·55	141·55	134·20	132·40	129·45	131·05	132·40	132·40
8	132·45	131·40	130·70	131·30	141·90	139·40	133·45	131·65	130·05	132·20	132·90	132·70
15	131·95	131·30	130·55	132·45	143·30	137·20	132·70	130·80	130·55	133·30	133·40	132·95
22	131·70	131·15	130·30	136·55	142·30	135·70	132·55	130·15	130·80	132·90	132·90	132·55

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1851.

TABLE No. 125.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	132·15	130·70	131·20	136·80	141·15	142·40	137·95	133·80	131·30	129·70	130·90	130·95
8	131·65	130·65	131·20	137·95	142·05	141·55	136·40	133·15	131·20	129·90	131·20	130·95
15	131·05	130·55	131·20	139·15	142·95	140·80	134·90	132·45	131·20	129·95	131·55	131·05
22	130·90	130·90	134·05	140·15	142·65	139·40	134·30	131·90	130·45	130·55	131·30	130·90

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1852.

TABLE No. 126.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	130·80	129·90	129·80	131·30	140·45	141·65	137·95	133·80	131·30	129·70	130·90	130·95
8	130·55	129·90	129·95	132·40	142·80	141·20	136·40	133·15	131·20	129·90	131·20	130·95
15	130·30	129·95	130·15	133·40	145·20	140·80	134·90	132·45	131·20	129·95	131·55	131·05
22	130·15	129·90	130·70	136·95	143·40	139·40	134·30	131·90	130·45	130·55	131·30	130·90

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1853.

TABLE No. 126.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	130·70	132·05	131·30	130·30	137·30	140·45	136·20	130·20	129·65	130·95	130·95	134·20
8	132·15	131·90	130·90	132·20	138·70	140·05	130·65	130·30	129·95	131·45	131·95	133·40
15	133·45	131·80	130·55	131·30	140·15	139·70	133·05	130·40	130·30	131·95	132·90	132·45
22	133·70	131·55	130·45	135·80	140·30	137·95	131·65	130·05	130·65	131·45	133·55	132·05

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1854.

TABLE No. 127.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	131·70	131·15	130·45	130·65	137·45	142·15	135·65	131·65	131·95	129·05	130·70	132·95
8	131·55	130·80	130·80	132·80	139·90	140·45	134·55	130·80	130·55	129·70	131·20	133·30
15	131·45	130·55	131·15	134·95	142·20	138·90	133·45	129·95	129·05	130·40	131·65	133·55
22	131·30	130·45	130·90	136·20	142·20	137·20	132·55	130·95	129·05	130·55	132·30	133·15

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1855.

TABLE No. 128.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	132·80	131·65	130·55	129·90	143·45	140·95	136·95	131·95	129·95	130·05	132·55	135·05
8	132·30	131·80	130·40	130·40	143·80	140·65	135·40	131·15	130·15	130·05	134·40	135·30
15	131·80	131·95	130·20	130·90	144·15	140·30	133·80	130·20	130·20	132·20	136·30	135·45
22	131·70	131·30	130·05	137·20	142·55	138·65	132·90	130·05	130·15	132·40	135·65	134·65

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1856.

TABLE No. 129.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	133·90	131·65	130·30	129·30	137·95	134·20	131·95	131·95	130·45	132·20	132·70	133·65
8	133·55	131·40	130·05	130·65	137·20	134·20	132·55	130·80	130·90	133·30	133·20	133·65
15	133·20	131·15	129·80	131·95	136·40	134·20	133·05	129·65	131·40	134·40	133·80	133·70
22	132·45	130·70	129·55	134·95	135·30	133·15	132·45	130·05	131·80	133·55	133·70	133·20

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1857.

TABLE No. 130.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	132·65	132·05	133·05	132·15	138·20	144·20	141·45	137·45	135·15	133·90	131·90	134·15
8	132·30	132·15	132·65	132·20	140·55	139·65	136·30	132·20	.....	.....	.....	.....
15	131·90	132·20	132·20	135·70	143·95	143·80	137·55	136·45	133·55	132·80	135·80	132·46
22	131·95	132·65	132·70	136·90	142·40	137·95	133·70	130·90	.....	.....	.....	.....

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1858.

TABLE No. 131.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	.....	.....	.....	.....	139·65	140·45	135·20	132·80	131·05	133·20	134·15	131·70
8	.....	.....	.....	.....	139·95	139·70	134·80	132·20	132·70	133·15	133·65	131·45
15	.....	.....	.....	138·55	140·20	138·90	134·15	131·65	134·45	133·05	133·15	131·20
22	.....	.....	.....	139·15	140·30	137·05	133·65	131·40	133·80	133·55	132·05	130·95

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1859.

TABLE No. 132.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	130·80	129·80	129·80	135·70	138·90	142·20	136·95	132·70	129·95	132·20	132·05	134·80
8	130·40	129·95	129·90	134·70	140·15	139·90	136·30	132·20	129·70	132·95	132·15	135·70
15	130·40	129·90	131·45	134·90	142·55	137·95	134·70	132·20	130·40	132·95	132·40	135·20
22	130·40	129·65	134·15	135·65	142·70	137·80	133·80	130·95	130·70	131·90	134·55	134·95

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1860.

TABLE No. 133.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	132·20	132·55	132·05	134·80	136·65	140·70	137·20	131·30	130·80	130·40	131·70	132·20
8	134·05	132·40	132·40	134·90	140·30	140·30	134·30	130·65	130·45	130·70	133·05	132·15
15	133·80	132·05	132·55	135·90	142·20	138·90	132·90	130·30	129·80	130·65	132·80	132·20
22	133·95	131·95	134·55	135·80	142·65	137·15	131·80	130·45	129·65	131·05	132·70	132·15

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1861.

TABLE No. 134

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	131·45	130·95	131·90	132·65	139·95	144·95	137·05	133·30	130·70	131·20	133·05	133·15
8	132·30	130·80	132·65	133·30	144·95	143·45	135·30	132·55	130·65	132·90	135·45	133·30
15	131·15	131·65	132·65	136·20	147·30	141·15	135·40	131·65	131·20	134·65	135·65	135·45
22	130·95	131·70	132·15	138·65	146·40	139·15	134·20	131·40	130·40	132·70	134·20	135·90

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1862.

TABLE No. 135.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	133·95	132·45	131·70	131·65	141·70	137·55	131·55	129·65	128·90	132·90	132·55	132·45
8	134·65	132·45	131·55	131·95	143·45	138·15	131·95	130·80	130·30	131·90	134·20	132·45
15	132·45	132·05	131·80	135·05	142·40	134·20	130·30	129·55	132·30	132·30	132·65	132·15
22	133·40	131·95	131·70	141·15	141·40	134·95	130·45	130·20	132·15	133·40	133·20	132·95

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1863.

TABLE No. 136.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	131·70	131·20	130·65	130·80	140·30	136·70	132·15	129·65	129·70	128·90	131·80	133·90
8	131·45	131·15	130·45	130·90	140·15	136·55	133·05	130·55	129·45	130·65	132·80	134·55
15	131·55	130·80	132·15	136·30	138·90	134·55	132·05	129·05	128·10	130·55	132·20	134·70
22	131·40	130·70	130·05	138·65	138·95	134·70	132·40	129·30	129·40	131·55	134·80	133·15

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1864.

TABLE No. 137.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	132·95	131·70	130·95	131·70	142·95	139·45	132·40	128·95	129·45	132·70	132·70	134·65
8	132·80	131·45	130·70	136·05	144·70	138·95	132·65	129·70	129·30	130·30	133·55	135·30
15	132·40	131·40	130·45	138·15	147·40	137·70	131·65	127·95	129·20	132·70	134·90	135·90
22	132·05	131·15	130·90	138·05	146·40	135·20	131·15	129·95	128·65	132·70	134·40	135·40

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1865.

TABLE No. 138.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	134·40	131·95	130·65	136·40	141·05	142·30	135·30	135·90	132·55	129·15	128·90	129·40
8	133·20	131·45	130·55	138·15	142·80	138·70	136·65	134·55	131·70	129·05	128·05	128·90
15	132·80	131·15	130·65	140·20	142·30	137·05	136·05	134·30	130·15	128·80	129·15	129·40
22	132·30	130·80	132·45	140·65	142·20	135·45	136·05	134·05	130·30	128·55	128·80	129·55

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1866.

TABLE No. 139.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	129·45	129·20	129·70	129·05	142·55	138·30	136·95	133·30	132·15	132·95	131·95	137·95
8	129·30	129·15	129·70	131·20	139·55	138·70	136·05	132·15	131·55	133·20	132·15	137·95
15	129·20	129·15	129·55	134·70	139·45	138·65	135·20	132·30	133·45	132·30	138·65	138·05
22	129·20	129·20	129·45	138·15	138·95	138·20	133·65	130·95	133·55	131·45	138·15	139·45

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1867.

TABLE No. 140.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	137·15	134·05	132·55	131·70	138·65	144·80	138·45	134·95	133·80	135·40	131·55	132·20
8	136·65	133·20	132·30	133·30	141·90	143·20	137·15	132·45	130·05	130·05	129·55	131·95
15	135·45	132·95	132·15	134·15	143·65	142·45	135·40	133·30	136·30	132·95	131·30	131·95
22	134·95	132·95	131·65	137·15	144·45	141·15	135·40	131·30	129·70	130·15	129·45	131·05

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1868.

TABLE No. 141.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	131·20	130·30	129·55	132·45	135·45	138·30	132·90	129·15	127·95	128·45	129·95	130·05
8	131·15	129·95	129·65	132·05	137·30	137·65	132·05	128·80	128·20	128·65	130·20	129·80
15	130·80	129·80	130·95	131·55	138·65	136·05	131·05	128·45	128·70	129·05	129·90	129·80
22	130·65	129·70	133·20	133·05	139·70	134·65	130·30	128·40	128·55	129·30	130·05	129·45

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1869.

TABLE No. 142.

	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Highest	129·45	128·95	129·05	141·30	147·20	142·40	138·30	134·95	136·30	135·40	131·95	132·45
Lowest	129·40	128·90	128·80	129·15	141·65	138·40	134·30	133·30	133·80	131·55	131·30	131·80
Mean	129425	128925	128·92	135 25	144·43	140·40	136·30	134·13	135·05	133·47	131·63	132·13

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1870.

TABLE No. 143.

	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Highest	132·90	132·80	131·95	147·20	146·65	136·45	131·90	130·30	128·70	129·95	132·40	132·15
Lowest	131·55	131·90	131·15	131·95	136·65	131·95	130·10	128·70	128·05	127·65	130·40	130·90
Mean	132·22	132·35	131·55	139·60	141·65	134·20	131·15	129·50	128·38	128·80	131·40	131·50

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1871.

TABLE No. 144.

	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Highest	131·20	130·55	135·05	141·20	144·70	140·20	135·05	131·70	128·95	129·15	129·90	130·05
Lowest	130·65	130·20	130·40	133·45	140·90	135·40	132·05	129·30	127·45	127·45	129·45	128·55
Mean	130·90	130·38	132·72	137·30	142·80	137·80	133·55	130·50	128·20	128·30	129·68	129·30

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1872.

TABLE No. 145.

	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Highest	129·65	129·20	128·80	134·20	143·90	142·20	135·65	131·90	132·65	133·15	133·55	131·15
Lowest	129·30	128·80	128·40	128·45	136·40	135·90	132·20	129·65	129·65	132·20	131·15	130·90
Mean	129·47	129·00	128·60	131·35	140·15	139·05	133·93	130·76	131·10	132·80	132·50	131·17

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1873.

TABLE No. 146.

	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Highest	131·40	131·15	130·95	140·55	146·90	146·40	137·05	132·95	130·40	133·65	134·30	133·80
Lowest	130·40	130·45	130·05	131·70	139·30	137·15	133·55	130·30	129·30	130·55	133·30	132·15
Mean	130·90	130·80	130·50	136·10	143·10	141·77	135·30	131·63	129·85	132·10	133·80	133·15

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1874.

TABLE No. 147.

	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Highest	133·15	132·65	134·30	133·45	144·30	144·55	140·80	133·30	129·45	128·65	129·95	129·95
Lowest	131·90	131·40	131·40	131·65	132·65	141·30	134·65	129·70	128·20	128·20	128·30	129·40
Mean	132·52	132·02	132·85	132·55	138·47	142·93	137·72	131·50	128·84	128·43	129·13	129·67

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1876.

TABLE No. 149.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept	Oct.	Nov.	Dec.
Highest	132·20	132·15	133·95	141·95	151·95	148·20	140·90	133·45	129·80	129·45	133·30	132·05
Lowest	130·90	131·15	131·15	132·80	144·40	141·15	133·95	130·15	128·15	128·15	130·45	131·05
Mean	131·55	131·65	132·55	137·24	148·63	144·63	137·42	131·80	128·97	128·80	131·87	131·55

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1875.

TABLE No. 148.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Highest			129·05	134·70	146·05	141·65	134·55	132·30	131·05	131·30	131·95	131·72
Lowest			128·90	129·05	136·55	135·80	132·05	131·20	129·55	129·45	131·70	130·90
Mean			128·97	131·87	141·30	137·77	133·30	131·75	130·30	130·37	131·82	131·31

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1877.

TABLE No. 150.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Highest	130·95	129·70	129·55	137·45	137·45	135·40	132·70	130·95	129·30	130·30	132·45	133·95
Lowest	129·90	128·95	129·05	129·65	135·45	132·70	131·20	129·80	128·13	128·15	129·95	133·40
Mean	130·42	129·32	129·30	133·35	136·45	134·05	131·95	130·38	128·72	129·20	131·20	133·67

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1878.

TABLE No. 151.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Highest	133·20	130·70	131·55	135·45	137·55	136·15	133·30	130·70	132·15	137·65	137·40	137·15
Lowest	131·30	129·90	129·70	130·40	135·55	133·20	130·90	129·80	128·80	131·95	135·65	135·55
Mean	132·25	130·30	130·63	132·93	136·55	134·68	132·10	130·25	130·47	134·80	136·52	136·35

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1879.

TABLE No. 152.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Highest	135·80	132·40	131·55	138·45	147·30	142·15	135·90	133·05	130·45	130·30	129·40	132·90
Lowest	132·70	131·55	131·20	131·20	139·15	135·80	133·55	130·30	129·80	128·70	128·40	129·40
Mean	134·25	131·97	131·38	134·82	143·38	138·97	134·72	131·68	130·13	129·50	128·88	131·13

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1880.

TABLE No. 153.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Highest	132·15	131·90	132·70	140·80	146·40	144·30	137·95	133·65	130·45	131·65	136·05	135·20
Lowest	131·64	131·20	131·45	131·70	141·15	138·15	133·65	130·55	129·40	129·30	131·70	131·95
Mean	131·89	131·55	132·08	136·25	143·78	141·22	135·30	132·10	129·92	130·47	133·87	133·08

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1881.

TABLE No. 154.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Highest	130·95	130·90	132·70	135·55	142·70	140·45	133·05	130·40	128·20	128·90	129·95	130·90
Lowest	129·90	130·05	130·05	130·15	138·45	133·20	130·40	128·40	127·05	127·00	128·90	129·95
Mean	130·42	130·48	131·38	132·85	140·58	136·82	131·72	129·40	127·72	127·95	128·92	130·42

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1882.

TABLE No. 155.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Highest	130·95	131·15	132·80	136·40	142·80	142·95	138·40	134·20	133·90	132·65	132·95	132·05
Lowest	129·90	129·65	130·30	132·45	136·55	139·65	134·65	132·55	132·55	131·15	131·45	131·20
Mean	130·42	130·40	131·55	134·42	139·68	141·30	136·55	133·38	133·22	131·90	132·20	131·62

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1883.

TABLE No. 156.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Highest	130·95	130·15	130·15	138·05	140·80	140·80	141·30	136·20	131·65	132·40	135·45	136·55
Lowest	129·90	129·90	129·65	129·55	137·95	139·80	136·30	131·70	131·05	130·90	131·80	134·70
Mean	130·42	130·02	129·90	133·80	139·38	140·30	138·80	133·95	131·35	131·65	133·12	135·62

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1884.

TABLE No. 157.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	134·65	133·05	132·15	137·95	140·15	140·55	134·55	132·45	130·30	129·90	133·55	132·70
2	134·45	133·05	132·15	137·95	140·45	140·45	134·20	132·55	130·20	129·95	133·40	132·70
3	134·40	132·95	132·15	137·70	140·65	140·40	134·05	132·65	130·15	129·95	133·20	132·65
4	134·40	132·90	132·15	137·45	140·90	139·90	133·95	132·80	129·95	130·05	132·95	132·45
5	134·30	132·80	132·15	137·20	141·30	139·70	133·80	132·95	129·90	130·15	132·70	132·45
6	134·30	132·80	132·15	136·80	141·90	139·40	133·65	133·15	129·90	130·30	132·70	132·55
7	134·30	132·80	132·05	136·55	142·15	139·05	133·45	133·20	129·90	130·30	133·05	133·30
8	134·30	132·70	131·95	136·40	142·45	138·70	133·40	133·30	129·90	130·40	132·95	135·20
9	134·30	132·65	131·95	136·20	142·70	138·65	133·20	133·40	129·90	130·40	132·80	135·20
10	134·20	132·45	131·95	136·55	142·95	138·65	133·05	133·40	129·90	130·30	132·70	135·15
11	134·20	132·40	131·95	136·90	143·05	138·40	132·90	133·30	129·95	130·20	132·70	135·20
12	134·15	132·40	131·95	137·05	143·15	138·20	132·80	133·15	129·80	130·30	132·70	135·40
13	134·05	132·45	131·95	136·65	143·30	138·15	132·70	132·90	129·70	130·30	132·55	135·45
14	133·95	132·65	131·95	136·20	143·30	137·95	132·65	132·70	129·70	130·55	132·55	135·70
15	133·95	132·45	131·95	135·90	143·15	137·70	132·45	132·55	129·65	130·70	132·55	136·95
16	133·95	132·30	131·95	136·20	143·05	137·55	132·30	132·30	129·55	130·90	132·45	136·95
17	133·95	132·40	131·95	136·55	142·90	137·40	132·45	132·15	129·45	130·95	132·45	137·05
18	133·90	132·45	131·95	137·95	142·90	137·15	132·15	131·95	129·45	131·05	132·45	136·80
19	133·70	132·55	131·95	137·30	142·90	136·90	132·05	131·80	129·45	130·90	132·40	136·45
20	133·70	132·45	131·90	137·70	142·90	136·65	132·05	131·65	129·45	130·70	132·30	135·70
21	133·70	132·40	131·95	138·15	142·90	136·45	131·95	131·45	129·40	130·80	132·40	135·65
22	133·70	132·40	132·05	138·45	143·70	136·30	131·95	131·30	129·40	130·90	132·40	135·55
23	133·70	132·40	132·20	138·70	142·70	136·05	131·90	131·05	129·55	130·95	132·40	135·45
24	133·70	132·40	132·40	138·90	142·30	135·70	131·90	130·90	129·55	131·05	132·40	135·40
25	133·65	132·30	132·65	139·05	142·15	135·65	131·80	130·80	129·55	131·20	132·30	135·20
26	133·65	132·30	133·15	139·20	142·15	135·45	131·80	130·70	129·55	131·80	132·45	134·95
27	133·45	132·30	134·15	139·40	142·05	135·20	131·80	130·55	129·55	132·70	132·45	134·80
28	133·30	132·30	135·40	139·45	141·80	135·05	131·90	130·55	129·65	133·05	132·55	134·70
29	133·30	132·15	136·15	139·55	141·40	134·90	131·95	130·55	129·70	133·20	132·65	134·70
30	133·20	....	137·15	139·95	141·05	134·70	131·95	130·45	129·90	133·45	132·70	134·55
31	133·20	....	137·80	....	140·70	....	132·05	130·40	.....	133·45	....	134·65

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1885.

TABLE No. 158.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	134·65	132·70	132·05	131·15	142·95	142·95	138·15	134·65	132·30	130·55	*	131·90
2	134·90	132·70	132·05	131·20	142·55	142·95	137·95	134·55	131·40	130·45	*	131·90
3	135·20	132·45	131·90	131·30	142·20	142·80	137·95	134·45	131·40	130·40	*	131·90
4	135·05	132·55	131·70	131·40	141·95	142·65	137·80	134·45	131·20	130·30	*	131·90
5	134·80	132·55	131·65	131·40	141·45	142·55	137·70	134·20	131·15	130·20	*	131·90
6	134·80	132·55	131·55	131·40	141·20	142·30	137·65	133·95	131·05	130·15	*	131·90
7	134·90	132·55	131·45	131·40	140·95	142·05	137·65	133·90	130·95	130·05	*	131·95
8	134·90	132·45	131·45	131·45	141·20	141·70	137·70	133·70	130·90	130·05	*	132·05
9	134·90	132·40	131·45	131·55	141·65	141·20	137·70	133·65	130·90	129·90	*	132·20
10	134·90	132·30	131·45	131·70	141·90	140·90	137·65	133·55	130·90	129·80	*	132·45
11	314·80	132·30	131·45	131·90	142·45	140·45	137·45	133·45	130·90	129·80	*	132·45
12	134·70	132·30	131·45	131·95	142·70	140·30	137·30	133·40	130·80	129·80	*	132·45
13	134·65	132·40	131·40	132·15	143·20	140·05	137·15	133·20	130·80	129·80	*	132·45
14	134·45	132·45	131·40	132·40	143·30	139·70	137·05	133·15	130·80	129·80	*	132·45
15	134·20	132·45	131·55	132·70	143·45	139·45	137·30	133·05	130·70	129·90	*	132·30
16	134·05	132·40	131·70	132·95	143·45	139·30	137·30	132·90	130·65	129·95	*	132·20
17	133·90	132·30	131·65	133·40	143·45	138·90	137·20	132·70	130·65	129·95	*	132·20
18	133·70	132·45	131·55	134·20	143·55	138·90	137·20	132·65	130·55	129·95	*	132·15
19	133·70	132·65	131·40	135·40	143·65	138·95	136·80	132·65	130·55	130·05	*	132·15
20	133·05	132·55	131·30	137·65	143·70	139·05	136·65	132·55	130·55	130·05	*	132·15
21	133·40	132·55	131·15	138·40	143·80	138·95	136·55	132·40	130·55	130·15	*	132·15
22	133·40	132·45	131·20	138·95	143·90	138·95	136·55	132·30	130·55	130·30	*	132·15
23	133·30	132·30	131·30	140·30	143·95	138·95	136·40	132·05	130·55	130·45	*	132·15
24	133·30	132·30	131·40	141·30	143·90	138·95	136·05	132·05	130·45	130·45	*	132·15
25	133·20	132·30	131·40	141·80	143·70	138·70	135·95	131·95	130·45	130·45	*	132·05
26	133·15	132·30	131·40	142·15	143·70	138·70	135·80	131·90	130·45	130·45	*	131·05
27	133·15	132·20	131·40	142·65	143·55	138·70	135·55	131·80	130·55	130·45	*	131·95
28	133·05	132·05	131·40	142·80	143·40	138·65	135·30	131·70	130·55	130·45	*	131·90
29	132·90	....	131·30	143·40	143·20	138·55	135·20	131·65	130·55	130·45	*	131·90
30	132·80	....	131·30	143·45	143·05	138·40	135·05	131·55	130·55	130·45	*	131·90
31	132·70	....	131·30	....	142·95	....	134·90	132·55	.....	130·45	....	131·80

*No record.

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1886.

TABLE No. 159.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	131·80	133·30	132·55	132·55	146·65	138·45	136·15	133·20	130·80	130·70	132·05	131·40
2	131·80	133·15	132·55	133·80	146·30	138·30	136·05	133·15	130·70	130·80	131·95	131·45
3	131·95	132·90	132·45	135·90	146·15	138·20	135·90	132·95	130·70	130·90	131·90	131·65
4	132·05	132·70	132·30	136·20	145·95	137·95	135·80	132·90	130·70	131·05	131·80	131·80
5	132·40	132·65	132·15	136·55	145·45	137·70	135·70	132·70	130·80	131·05	131·65	131·95
6	134·95	132·55	131·95	136·55	145·05	137·65	135·65	132·45	130·90	131·15	131·55	132·15
7	135·45	132·55	131·95	135·55	144·70	137·55	135·05	132·30	130·90	131·20	131·55	132·15
8	135·40	132·45	131·95	136·55	144·45	137·55	134·95	132·15	130·90	131·20	131·55	131·95
9	135·30	132·45	131·95	136·55	144·05	137·55	134·70	132·15	130·80	131·20	131·45	131·90
10	135·20	132·40	131·95	136·55	143·80	137·45	134·55	132·05	130·70	131·15	131·40	131·65
11	135·15	132·40	131·90	136·95	143·30	137·45	134·30	131·95	130·65	131·15	131·40	131·65
12	135·15	132·30	131·80	137·65	143·05	137·45	134·15	131·95	130·55	131·20	131·30	131·65
13	135·05	132·30	131·70	138·20	142·80	137·20	133·95	131·90	130·45	131·30	131·30	131·65
14	135·05	132·45	131·65	138·15	142·65	137·30	133·90	131·90	130·45	131·30	131·20	131·65
15	134·95	132·65	131·55	138·05	141·95	137·30	133·95	131·70	130·30	131·15	131·05	131·55
16	134·90	132·80	131·55	140·40	141·45	137·30	134·20	131·45	130·30	131·15	130·90	131·55
17	134·80	132·95	131·55	140·40	141·15	137·20	134·15	131·45	130·30	131·15	130·90	131·45
18	134·70	132·90	131·45	140·70	141·05	137·05	133·95	131·55	130·20	131·20	131·05	131·45
19	134·65	132·70	131·40	141·20	141·05	136·90	133·80	131·55	130·15	131·30	130·95	131·45
20	134·55	132·65	131·30	141·95	140·90	136·70	133·70	131·40	130·30	131·45	130·95	131·40
21	134·45	132·70	131·45	142·95	140·70	136·55	133·90	131·20	130·30	131·65	130·95	131·30
22	134·40	132·90	131·55	144·15	140·45	136·45	133·90	131·15	130·30	131·70	130·95	131·15
23	134·30	132·90	131·55	141·90	140·40	136·40	133·90	131·05	130·30	131·80	131·20	131·15
24	134·15	132·80	131·55	145·40	140·30	136·40	133·80	130·95	130·30	131·90	131·65	131·15
25	133·95	132·80	131·55	145·45	140·05	136·20	133·70	130·80	130·30	131·95	131·55	131·20
26	133·90	132·80	131·55	145·80	139·90	136·20	133·65	130·70	130·30	132·05	131·55	131·20
27	133·80	132·65	131·45	145·95	139·65	136·20	133·55	130·65	130·40	132·15	131·55	131·30
28	133·70	132·65	131·45	145·95	139·30	136·20	133·40	130·55	130·45	132·20	131·55	131·30
29	133·65		131·45	146·15	139·05	136·20	133·20	130·65	130·55	132·20	131·55	131·20
30	133·55		131·55	146·45	138·90	136·20	133·15	130·70	130·70	132·15	131·30	131·20
31	133·45		131·65		138·65		133·30	130·80		132·05		131·15

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1887.

TABLE No. 160.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	131·05	130·95	131·20	130·80	141·55	140·65	134·15	131·20	128·90	127·40	127·55	128·15
2	131·05	130·95	131·20	130·80	141·65	140·20	134·05	131·15	128·80	127·40	127·55	128·15
3	130·95	130·95	131·15	130·70	142·20	140·15	133·95	130·95	128·80	127·40	127·55	128·20
4	130·95	130·95	131·05	130·70	142·80	140·15	133·90	130·90	128·80	127·40	127·65	128·20
5	130·90	130·95	131·05	130·80	143·30	139·80	132·80	130·70	128·80	127·40	127·65	128·20
6	130·90	130·95	131·15	130·95	144·05	139·45	132·70	130·70	128·65	127·30	127·70	128·40
7	130·80	131·05	131·20	130·95	145·05	139·15	133·05	130·65	128·65	127·30	127·70	128·45
8	130·80	131·30	131·30	130·95	145·55	139·05	132·95	130·55	128·65	127·35	127·70	128·70
9	130·70	131·30	131·20	130·95	146·20	139·05	132·95	130·55	128·45	127·35	127·70	128·70
10	130·71	131·30	131·20	131·20	146·70	138·90	132·95	130·65	128·30	127·40	127·70	128·80
11	130·70	131·40	131·15	131·65	146·70	138·15	132·95	130·65	128·15	127·40	127·70	128·90
12	130·70	131·40	131·15	133·20	146·70	138·30	132·95	130·55	128·05	127·40	127·65	128·95
13	130·70	131·40	131·05	135·30	146·70	138·15	132·95	130·45	127·95	127·40	127·65	129·05
14	130·70	131·30	130·95	136·80	146·70	137·90	132·95	130·30	127·95	127·30	127·65	129·15
15	130·70	131·30	130·90	137·45	146·55	137·45	133·15	130·05	127·95	127·30	127·65	129·20
16	130·65	131·30	130·95	137·80	146·30	137·15	133·15	130·05	127·90	127·40	127·55	129·30
17	130·65	131·30	130·95	137·80	146·30	136·65	132·95	129·95	127·70	127·45	127·55	129·30
18	130·65	131·30	130·95	138·45	145·90	136·80	132·90	129·90	127·70	127·40	127·55	129·30
19	130·65	131·30	130·95	138·95	145·15	136·80	132·80	129·70	127·70	127·40	127·55	129·30
20	130·65	131·30	130·95	139·70	144·95	136·15	132·65	129·65	127·70	127·40	127·55	129·20
21	130·65	131·30	130·95	140·20	144·30	136·15	132·45	129·55	127·65	127·40	127·55	129·15
22	130·65	131·30	130·95	140·95	143·30	135·80	132·55	129·45	127·65	127·40	127·55	129·15
23	130·70	131·30	130·95	141·45	142·70	135·65	132·70	129·45	127·65	127·30	127·65	129·15
24	130·95	131·30	131·05	141·45	142·40	135·40	132·45	129·40	127·65	127·15	127·70	129·15
25	130·90	131·20	130·95	141·55	142·15	135·15	132·30	129·30	127·45	127·40	128·05	129·15
26	130·80	131·20	130·90	141·40	141·90	134·90	132·05	129·20	127·40	127·45	128·05	129·15
27	130·80	131·20	130·90	140·65	141·20	134·70	131·90	129·15	127·40	127·55	128·05	129·15
28	130·90	131·20	130·90	141·05	141·05	134·55	131·70	129·05	127·40	127·55	128·05	129·15
29	130·95		130·90	141·40	140·95	134·40	131·65	129·05	127·40	127·55	128·05	129·15
30	130·95		130·90	141·40	140·90	134·20	131·45	129·05	127·40	127·55	128·15	129·15
31	130·95		130·80		140·70		131·30	129·05		127·55		129·15

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1888.

TABLE No. 161.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	129·20	128·70	128·70	129·80	135·05	143·55	139·90	132·90	130·45	129·90	129·30	132·20
2	129·20	128·75	128·75	130·30	135·80	143·30	139·65	132·70	130·45	129·90	129·40	132·15
3	129·20	128·80	128·80	130·40	136·65	142·95	139·05	132·40	130·40	129·80	129·70	132·05
4	129·20	128·80	128·80	130·45	137·15	143·55	138·70	132·40	130·30	129·65	129·80	132·05
5	129·15	128·85	128·80	130·80	137·45	143·45	138·40	132·20	130·30	129·65	129·95	132·05
6	129·05	128·90	128·75	131·05	137·55	143·40	137·80	132·05	130·20	129·65	130·30	132·05
7	128·95	128·90	128·70	131·40	137·65	143·30	137·40	131·90	129·95	129·45	130·55	131·95
8	128·90	128·90	128·70	131·45	137·70	142·95	137·20	131·70	129·95	129·40	130·90	131·95
9	128·90	128·90	128·65	131·70	137·95	142·15	136·95	131·30	129·80	129·40	131·20	131·95
10	128·80	128·85	128·65	131·90	138·15	142·05	136·65	131·30	129·70	129·40	132·45	131·90
11	128·80	128·80	128·65	132·05	138·70	141·95	136·45	131·20	129·45	129·30	133·05	131·80
12	128·80	128·75	128·65	132·70	139·90	141·70	135·90	131·20	129·65	129·30	133·65	131·70
13	128·90	128·70	128·70	133·30	140·45	141·45	135·80	131·20	129·65	129·40	133·45	131·65
14	128·90	128·65	128·80	133·45	141·55	141·45	135·45	130·95	129·45	129·20	133·40	131·55
15	128·90	128·70	128·80	133·45	142·65	141·65	135·30	130·80	129·45	129·05	133·40	131·45
16	128·90	128·70	128·70	133·45	143·70	141·80	135·15	130·80	129·55	129·15	132·95	131·45
17	128·90	128·80	128·65	133·20	144·65	141·80	134·95	130·90	129·65	129·30	132·95	131·65
18	128·90	128·80	128·60	133·40	145·40	142·45	134·80	130·90	129·65	129·30	132·90	131·65
19	128·90	128·80	128·55	133·40	146·20	142·55	134·65	130·70	129·65	129·15	132·80	132·05
20	128·90	128·80	128·65	133·05	146·40	142·40	134·55	130·45	129·65	129·15	132·65	131·90
21	128·90	128·80	128·70	132·65	146·65	142·45	134·45	130·40	129·80	129·15	132·45	131·80
22	128·90	128·80	128·75	132·55	146·30	142·30	134·20	131·20	129·90	129·15	132·45	131·65
23	128·80	128·70	128·80	132·45	146·15	141·90	133·95	130·40	129·95	129·15	132·45	131·55
24	128·80	128·65	128·80	132·45	145·95	141·80	133·90	130·15	130·05	129·20	132·45	131·45
25	128·80	128·65	128·85	132·20	145·65	141·70	133·80	130·05	130·05	129·15	132·40	131·55
26	128·80	128·65	128·90	131·95	144·95	141·20	133·55	130·15	130·05	129·15	132·40	131·70
27	128·80	128·65	129·05	132·20	144·80	140·95	133·55	130·20	130·05	129·15	132·40	131·95
28	128·80	128·65	129·20	132·45	144·70	140·80	133·40	130·15	129·80	129·15	132·30	132·15
29	128·80	128·67	129·30	132·80	144·30	140·40	133·30	130·15	129·80	129·15	132·30	132·40
30	128·80	....	129·40	134·40	144·15	140·15	133·20	130·20	129·80	129·15	132·20	132·20
31	128·80	....	129·55	..	143·70	.	133·15	130·45	.....	129·15	.....	131·95

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1889.

TABLE No. 162.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	131·70	131·45	130·80	132·05	139·65	137·20	139·45	134·70	131·95	129·55	129·40	130·30
2	131·55	131·45	130·80	131·95	140·20	137·95	139·30	134·65	131·80	129·55	129·30	130·15
3	131·55	131·40	130·70	131·90	140·55	138·80	139·20	134·55	131·70	129·45	129·20	129·95
4	131·45	131·30	130·65	131·90	140·55	139·80	139·20	134·45	131·55	129·55	129·15	130·05
5	131·45	131·30	130·65	131·95	140·70	140·90	138·95	134·40	131·45	129·65	129·15	130·20
6	131·40	131·20	130·55	132·05	140·95	141·95	138·80	134·20	131·40	129·70	128·95	130·40
7	131·30	131·20	130·55	132·15	140·80	142·55	138·55	134·15	131·30	129·80	128·95	130·55
8	131·30	131·30	130·55	132·20	140·45	142·80	138·20	133·95	131·30	129·80	128·95	130·65
9	131·20	131·45	130·55	132·45	140·30	142·65	137·90	133·80	131·20	129·80	129·05	130·65
10	131·40	131·45	130·65	132·80	139·95	142·65	137·80	133·55	131·15	129·80	129·05	130·65
11	131·95	131·55	130·65	133·05	139·80	142·55	137·65	133·40	131·05	129·90	129·15	130·65
12	132·20	131·55	130·65	133·20	139·70	142·30	137·55	133·30	130·90	129·95	129·15	131·15
13	132·15	131·55	130·55	133·40	139·65	142·15	137·45	133·20	130·80	130·05	129·20	131·65
14	132·05	131·45	130·55	133·40	139·55	141·80	137·40	133·05	130·80	130·05	129·20	131·95
15	131·90	131·40	130·55	133·40	139·30	141·65	137·30	133·05	130·70	130·05	129·20	132·20
16	131·80	131·20	130·55	133·20	139·05	141·30	137·20	132·95	130·65	130·05	129·20	132·55
17	131·90	131·20	130·45	133·05	138·80	140·95	136·95	132·80	130·55	130·05	129·30	132·30
18	131·95	131·30	130·45	133·20	138·70	140·80	136·80	132·80	130·40	129·95	129·40	132·15
19	132·05	131·30	130·55	133·40	138·45	140·65	136·70	132·80	130·30	129·90	129·45	132·15
20	132·20	131·30	130·65	133·55	138·30	140·45	136·55	132·80	130·20	129·80	129·65	132·20
21	132·30	131·20	130·80	134·05	137·95	140·30	136·45	132·80	130·20	129·80	129·95	132·20
22	132·20	131·20	131·05	134·65	137·80	140·15	136·30	132·80	130·15	129·65	130·40	132·20
23	131·95	131·15	131·40	135·15	137·55	139·95	135·95	132·70	130·15	129·55	130·45	132·20
24	131·80	131·05	132·45	135·65	137·30	139·80	135·70	132·70	129·95	129·55	130·55	132·30
25	131·70	131·05	132·45	136·20	137·20	139·80	135·80	132·55	129·95	129·45	130·65	132·45
26	131·70	130·95	132·55	136·70	137·20	139·80	135·45	132·45	129·90	129·45	130·70	132·70
27	131·65	130·90	132·65	137·30	137·15	139·95	135·40	132·40	129·80	129·55	130·70	132·95
28	131·65	130·90	132·45	137·70	136·95	139·80	135·20	132·40	129·80	129·55	130·65	133·45
29	131·55	.....	132·40	138·45	136·80	139·65	135·15	132·30	129·70	129·45	130·65	133·45
30	131·45	.....	132·30	139·15	136·80	139·45	134·95	132·20	129·65	129·55	130·40	133·70
31	131·45	....	132·15		136·95	.....	134·90	132·05	.....	129·55	.....	133·95

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1890.

TABLE No. 163.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug	Sept.	Oct.	Nov.	Dec.
1	134·20	133·45	133·65	133·90	140·20	145·15	*	134·40	133·20	131·80	130·95	130·30
2	134·45	133·45	133·65	133·90	140·45	145·05	*	134·20	133·30	131·80	130·95	130·30
3	134·45	133·45	133·65	133·95	141·15	144·95	*	134·15	133·40	131·80	130·95	130·20
4	134·70	133·45	133·80	133·15	141·65	144·90	*	134·05	133·45	131·80	130·90	130·20
5	134·70	133·30	133·95	133·45	141·95	144·70	*	134·05	133·55	131·70	130·80	130·20
6	134·80	133·30	133·95	134·80	141·95	144·45	*	134·05	133·55	131·65	130·80	130·20
7	134·70	133·30	133·95	135·80	142·30	144·30	*	133·95	133·55	131·55	130·70	130·20
8	134·55	133·30	133·80	135·95	142·30	143·80	*	133·95	133·55	131·55	130·80	130·20
9	134·45	132·95	133·80	136·95	142·45	143·80	*	133·80	133·45	131·55	130·80	130·20
10	133·95	132·95	133·70	137·55	142·65	143·80	*	133·65	133·40	131·55	130·80	130·20
11	133·70	132·95	133·90	137·90	142·70	143·65	*	133·55	133·40	131·45	130·90	130·20
12	133·90	132·95	133·45	138·05	142·90	143·65	*	133·45	133·45	131·40	130·90	130·20
13	134·20	132·95	133·45	138·20	142·90	143·95	*	133·45	133·55	131·30	130·90	130·20
14	134·30	132·95	133·45	138·40	142·80	143·90	*	133·55	133·45	131·30	130·90	130·20
15	134·55	132·90	133·70	138·40	142·70	143·95	*	133·45	133·40	131·30	130·90	130·45
16	134·55	132·90	133·80	138·55	142·45	144·05	*	133·40	133·40	131·30	130·90	130·45
17	134·55	132·80	133·90	138·90	142·30	144·20	*	133·40	133·40	131·20	130·80	130·45
18	134·55	132·80	133·90	139·05	142·15	144·30	*	133·30	133·05	131·40	130·80	130·45
19	134·45	132·80	133·80	139·15	142·30	144·15	*	133·20	132·80	131·40	130·80	130·45
20	134·45	132·65	133·80	139·15	142·45	143·95	*	133·20	132·45	131·40	130·90	130·45
21	134·45	132·65	133·95	139·20	142·45	143·65	*	133·40	132·45	131·45	130·90	130·45
22	134·45	132·55	133·90	139·20	142·70	143·30	*	133·45	132·45	131·45	130·80	130·45
23	134·30	132·80	133·90	139·15	142·70	143·15	*	133·55	132·20	131·45	130·70	130·45
24	134·20	132·95	133·90	139·15	142·70	142·65	*	133·45	132·20	131·45	130·80	130·45
25	134·15	132·95	133·90	139·15	142·80	142·40	*	133·45	132·05	131·45	130·65	130·45
26	133·95	132·95	133·95	139·45	142·80	141·90	*	133·45	131·95	131·45	130·65	130·45
27	133·80	132·95	133·95	139·55	143·30	141·80	*	133·40	131·90	131·30	130·55	130·45
28	133·70	132·95	133·95	139·65	143·55	141·40	*	133·30	131·90	131·15	130·30	130·45
29	133·65	.....	134·15	139·95	143·90	140·95	*	133·20	131·90	131·15	130·30	130·45
30	133·55	.....	133·95	140·15	144·30	140·80	*	133·20	131·80	131·15	130·30	130·30
31	133·45	.	133·90	.	144·80	...	*	133·20	... ..	131·15	.....	130·20

No record.

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1891.

TABLE No. 164.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	130·30	129·70	129·95	138·15	143·90	139·15	133·55	134·15	132·30	130·65	129·95	135·70
2	130·30	129·70	129·95	138·30	143·95	138·90	133·40	134·20	132·30	130·45	129·90	135·55
3	130·30	129·70	129·95	137·95	143·95	138·45	133·15	134·30	132·45	130·45	129·90	135·30
4	130·15	129·70	129·95	137·80	144·05	138·20	132·95	134·40	132·45	130·45	129·90	134·95
5	130·15	129·70	129·95	137·45	144·15	138·15	132·90	134·40	132·45	130·40	129·80	134·95
6	129·95	129·70	129·95	137·20	144·20	137·80	132·80	134·40	132·45	129·30	129·70	134·95
7	129·95	129·70	130·45	136·45	144·20	137·45	123·65	134·20	132·45	129·30	129·70	134·70
8	129·95	129·70	130·80	135·80	144·30	137·30	132·45	133·95	132·40	128·45	129·65	134·70
9	129·90	129·70	130·95	135·45	144·30	136·95	132·45	133·80	132·30	128·45	129·55	134·55
10	129·90	129·70	130·95	135·45	144·05	136·80	132·45	133·65	132·30	128·80	129·45	134·55
11	129·90	129·70	131·30	135·00	143·90	136·65	132·45	133·65	132·20	129·05	129·45	134·55
12	129·80	129·70	131·80	135·70	143·70	136·30	123·45	133·30	132·20	128·70	129·40	134·55
13	129·80	129·70	131·95	135·75	143·40	136·15	132·45	133·20	131·95	130·45	129·40	134·45
14	129·80	129·70	132·45	136·45	143·20	136·15	132·40	132·95	131·95	130·65	129·40	134·40
15	129·70	129·70	132·65	136·95	142·95	135·95	132·45	132·95	131·90	130·45	129·40	134·30
16	129·70	129·70	132·80	137·45	142·90	135·80	132·40	132·80	131·80	130·45	129·40	131·45
17	129·70	129·70	132·95	137·95	142·65	135·40	132·40	132·55	131·90	130·80	129·55	134·45
18	129·70	129·70	132·95	137·95	142·45	135·30	132·40	132·45	131·70	130·80	129·80	134·70
19	129·70	127·70	132·95	138·45	142·40	135·15	132·80	132·40	131·65	130·80	129·95	136·30
20	129·70	129·70	132·70	139·45	142·15	134·95	132·95	132·20	131·80	130·65	130·15	136·30
21	129·70	129·80	132·70	140·05	142·05	131·90	133·30	132·15	131·80	130·65	130·45	135·45
22	129·70	129·80	132·80	140·65	141·90	134·65	133·45	132·15	131·65	130·55	130·95	134·45
23	129·70	129·80	135·95	141·40	141·40	134·65	133·65	132·20	131·45	130·55	131·65	134·45
24	129·80	129·80	135·95	142·05	141·15	134·55	133·80	132·45	131·45	130·45	132·15	134·45
25	129·80	129·90	135·95	142·65	140·95	134·40	133·95	132·45	131·45	130·45	182·95	134·45
26	129·80	129·90	135·95	143·20	140·80	134·20	134·15	132·65	131·30	130·45	133·45	131·80
27	129·80	129·90	136·45	144·05	140·45	131·15	134·30	132·65	131·15	130·45	133·95	134·95
28	129·80	129·95	136·80	143·95	140·05	133·90	134·30	132·65	130·95	130·30	134·90	135·30
29	129·80	....	137·15	143·95	139·80	133·90	134·30	132·40	130·70	130·30	135·30	135·15
30	129·80	.	137·80	143·95	139·65	133·70	134·30	132·40	130·65	130·30	135·45	135·15
31	129·70	...	138·20	....	139·40	.....	134·30	132·40	.....	130·05	.....	135·15

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1892.

TABLE No. 165.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	134·95	132·80	131·70	130·55	134·90	135·05	137·30	132·05	131·30	130·95	130·45	134·15
2	134·80	132·45	131·70	131·40	135·20	135·95	137·20	131·95	130·95	130·95	130·45	133·95
3	134·80	132·30	131·65	132·95	135·45	135·95	137·05	131·95	130·80	131·05	130·45	133·90
4	134·70	132·05	131·65	134·90	135·45	136·05	136·95	131·80	130·70	131·05	130·45	133·95
5	134·70	131·90	131·45	136·55	135·65	136·20	136·55	131·80	130·65	130·95	130·45	133·95
6	134·70	131·70	131·30	137·45	135·65	136·40	136·20	131·80	130·55	130·95	130·45	133·95
7	134·65	131·90	131·30	137·70	135·65	136·45	135·90	131·80	130·45	130·90	130·55	133·90
8	134·45	131·90	130·95	137·40	135·80	136·45	135·70	131·70	130·30	130·90	130·55	133·90
9	134·30	131·95	130·95	136·95	135·95	136·45	135·55	131·65	130·30	130·90	130·55	133·90
10	134·30	131·95	130·90	136·95	136·05	136·45	135·40	131·65	130·20	130·90	130·55	133·65
11	134·20	132·05	130·90	136·95	136·20	136·45	135·15	131·55	130·20	130·90	130·55	133·20
12	134·15	132·15	130·90	136·70	136·40	136·30	134·80	131·95	130·15	130·90	130·55	132·95
13	134·15	132·20	130·90	136·40	136·40	136·15	134·55	131·95	129·95	130·90	130·55	132·80
14	134·15	132·30	130·80	136·15	136·40	136·05	134·40	131·95	129·80	130·90	130·55	132·65
15	134·15	132·30	130·80	135·90	136·30	135·95	134·15	131·95	129·80	130·90	130·55	132·55
16	133·95	132·30	130·70	135·45	136·20	135·80	133·90	132·15	129·65	130·90	130·80	132·45
17	133·95	132·20	130·55	135·20	136·20	135·90	133·70	132·30	129·65	130·95	131·45	132·40
18	133·90	132·15	130·55	134·80	136·20	135·90	133·45	132·40	129·65	130·95	132·05	132·30
19	133·90	132·15	130·45	134·45	136·45	135·90	133·30	132·45	129·55	130·95	132·80	132·30
20	133·70	132·15	130·45	134·20	136·65	136·30	132·95	132·45	129·95	130·95	133·40	132·30
21	133·65	131·95	130·45	133·90	136·65	137·95	132·90	132·40	130·40	130·90	133·80	132·20
22	133·45	131·80	130·40	133·70	136·65	137·15	132·80	132·20	130·65	130·80	134·30	132·15
23	133·30	131·80	130·40	133·45	136·65	137·30	132·80	132·20	130·80	130·70	134·30	132·05
24	133·30	131·80	130·30	133·65	136·55	137·40	132·80	132·05	130·90	130·70	134·30	131·95
25	133·20	131·70	130·30	133·80	136·45	137·45	132·80	131·95	130·90	130·65	134·30	131·95
26	133·20	131·70	130·20	133·95	136·45	137·55	132·65	132·20	130·90	130·65	134·30	131·90
27	133·15	131·45	130·20	134·20	136·45	137·55	132·55	132·30	130·90	130·45	134·20	131·80
28	133·15	131·45	130·20	134·45	136·30	137·55	132·45	131·95	130·95	130·45	134·20	131·80
29	133·05	131·45	130·30	134·55	136·30	137·45	132·45	131·70	130·95	130·45	134·20	131·70
30	133·05	.....	130·30	134·70	136·30	137·45	132·40	131·70	130·95	130·45	134·20	131·70
31	132·95	.....	130·55	.....	136·30	.....	132·20	131·45	.....	130·45	.....	131·70

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1893.

TABLE No. 166.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	131·65	130·45	129·65	132·15	136·80	145·30	138·45	133·55	132·55	130·30	131·70	130·95
2	131·65	130·45	129·55	132·30	136·95	144·95	138·31	133·55	132·40	130·30	131·70	130·95
3	131·65	130·30	129·55	132·65	137·45	144·70	138·20	133·45	131·80	130·30	131·70	130·90
4	131·65	130·30	129·55	132·80	138·20	144·45	138·05	133·30	131·45	130·40	131·70	130·90
5	131·65	129·95	129·55	132·95	139·95	144·30	137·80	133·20	131·40	130·40	131·70	130·90
6	131·65	129·95	129·55	133·30	140·95	144·05	137·45	133·30	131·05	130·40	131·70	130·90
7	131·65	129·95	129·45	133·45	141·65	143·95	137·45	133·40	130·90	130·45	131·70	130·90
8	131·55	179·95	129·45	133·65	142·30	143·95	137·30	133·20	130·90	130·45	131·70	130·90
9	131·55	129·95	129·40	133·95	142·55	143·95	137·15	133·05	130·90	130·45	131·70	130·95
10	131·45	129·95	129·20	134·65	142·85	144·05	137·05	132·95	130·70	130·55	131·65	131·20
11	131·45	129·95	129·20	134·95	142·95	143·95	136·90	132·80	130·65	130·55	131·65	131·20
12	131·45	129·95	129·30	135·30	143·15	143·70	136·70	132·45	130·65	130·65	131·65	131·15
13	131·45	129·95	129·45	135·45	143·20	143·40	136·55	132·40	130·55	130·55	131·65	131·05
14	131·40	129·95	129·45	135·40	143·45	142·95	136·45	132·30	130·45	130·45	131·45	130·95
15	131·20	129·95	129·65	135·40	143·80	142·55	136·40	132·15	130·30	130·45	131·40	130·95
16	131·05	129·95	129·65	135·40	143·90	142·20	136·20	131·95	130·20	130·45	131·20	130·90
17	130·95	129·95	129·70	135·40	145·05	141·95	136·05	131·90	130·15	130·55	131·20	130·90
18	130·80	129·95	129·70	135·40	146·30	141·65	135·90	131·80	130·15	130·65	131·05	130·80
19	130·70	129·80	129·70	135·65	147·30	141·30	135·70	131·65	130·15	130·65	130·95	130·80
20	130·65	129·80	129·65	135·80	147·80	140·95	135·55	131·55	130·05	130·95	130·95	130·80
21	130·65	129·80	179·65	136·30	148·15	140·65	135·40	131·45	129·95	130·90	130·90	130·80
22	130·55	129·80	129·70	136·80	148·30	140·40	135·20	131·40	129·95	130·90	130·90	130·90
23	130·45	129·70	129·70	137·15	148·45	140·40	135·05	131·40	129·95	130·95	130·80	130·90
24	130·45	129·70	129·80	137·45	148·45	139·95	134·90	131·40	129·95	130·95	130·80	130·90
25	130·45	129·70	129·80	137·30	148·05	139·80	134·70	131·30	129·95	131·45	130·70	130·90
26	130·30	129·70	129·95	137·15	147·45	139·55	134·55	131·20	129·95	131·45	130·70	130·90
27	130·30	129·70	130·45	136·80	146·65	139·40	134·45	131·05	129·95	131·55	130·80	130·95
28	130·30	129·65	130·90	136·80	146·30	139·15	134·30	130·95	129·95	131·65	130·80	130·95
29	130·45	.....	131·30	136·80	145·95	138·95	134·20	130·95	130·15	131·70	130·90	130·95
30	130·55	.....	131·70	136·70	145·80	138·80	134·05	132·95	130·30	131·70	130·90	130·95
31	130·65	.....	131·95	.....	145·65	.....	133·95	132·95	.....	131·70	.....	130·95

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1894.

TABLE No. 167.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	130·95	130·70	130·45	135·40	144·45	140·15	137·05	132·20	129·90	128·95	132·45	132·45
2	130·90	130·70	130·45	135·20	144·45	139·95	136·70	131·95	129·70	128·95	132·80	132·65
3	130·90	130·65	130·45	135·05	144·45	140·15	136·55	131·95	129·55	128·95	132·80	132·80
4	130·90	130·65	130·45	134·80	144·45	140·45	136·30	131·95	129·45	129·40	132·95	132·95
5	130·90	130·55	130·45	134·90	144·45	140·30	136·20	131·90	129·40	130·05	133·15	133·30
6	130·90	130·55	130·45	134·90	144·45	140·20	136·40	131·70	129·30	130·30	133·30	133·30
7	130·80	130·55	130·45	134·80	144·45	140·15	136·65	131·65	129·20	130·45	133·45	133·25
8	130·80	130·55	132·45	134·80	144·30	139·90	136·95	131·45	129·15	130·45	133·70	132·90
9	130·80	130·55	133·55	134·80	144·20	139·65	136·80	131·45	129·15	130·45	133·95	132·90
10	130·80	130·55	134·15	134·80	144·20	139·45	136·65	131·40	129·15	130·45	134·15	132·90
11	130·80	130·55	134·70	134·80	144·15	139·30	136·55	131·30	129·05	130·45	134·20	132·95
12	130·80	130·55	135·30	134·80	143·95	139·15	136·45	131·20	128·95	130·45	133·90	132·95
13	130·80	130·55	136·20	134·80	143·70	138·80	136·30	131·15	128·95	130·55	133·80	133·05
14	130·80	130·55	136·55	134·95	143·40	138·45	136·20	131·05	128·95	130·65	133·65	133·15
15	130·80	130·55	136·55	135·05	142·90	138·20	136·05	130·90	128·95	130·80	133·55	133·15
16	130·80	130·55	136·55	135·45	142·40	137·90	135·90	130·80	128·95	130·95	133·45	133·20
17	130·80	130·55	135·95	135·70	141·90	137·70	135·55	130·70	129·15	131·30	133·40	133·20
18	130·80	130·55	136·20	136·45	141·45	137·45	135·30	130·65	129·05	131·65	133·40	133·20
19	130·80	130·65	136·45	137·20	141·30	137·55	135·20	130·65	129·05	131·95	133·40	133·20
20	130·70	130·65	136·80	137·95	141·30	138·30	134·95	130·55	129·05	132·90	133·30	133·20
21	130·70	130·65	138·20	138·15	141·30	138·55	134·80	130·55	129·30	132·45	133·15	133·30
22	130·70	130·65	138·20	138·30	141·15	138·45	134·65	130·55	129·55	132·65	132·95	133·30
23	130·70	130·65	138·05	139·15	140·80	138·30	134·45	130·55	129·45	132·80	132·95	133·30
24	130·70	130·65	137·80	139·95	140·65	138·05	134·30	130·55	129·40	132·80	132·95	133·30
25	130·70	130·55	137·45	140·95	140·65	137·80	133·80	130·55	129·30	132·80	132·90	133·30
26	130·70	130·55	137·95	141·80	140·45	137·70	133·45	130·45	129·30	132·80	132·90	133·20
27	130·70	130·55	136·95	142·65	14045·	137·65	133·30	130·40	129·30	132·80	132·70	133·20
28	130·70	130·55	136·95	143·65	140·45	137·80	132·90	130·30	129·20	132·70	132·65	133·20
29	130·70	.....	136·80	143·95	140·45	137·45	132·70	130·20	129·15	132·65	132·55	133·20
30	130·70	..	135·95	144·20	140·30	137·30	132·45	130·15	129·05	132·55	132·45	133·20
31	130·70	.....	135·65	.....	140·15	.....	132·40	130·05	...	132·45	....	133·20

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1895.

TABLE No. 168.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	133·20	131·15	129·95	130·15	140·90	139·05	135·65	131·05	131·45	129·45	128·80	130·65
2	133·20	131·05	129·95	130·20	140·80	139·20	135·30	130·95	131·40	129·45	128·80	130·95
3	133·15	131·05	129·90	130·20	140·70	139·20	135·05	130·90	131·20	129·40	128·70	131·20
4	133·05	131·05	129·80	130·20	140·65	139·30	134·70	130·95	130·95	129·40	128·65	131·10
5	132·95	130·95	129·80	130·20	140·90	139·45	134·45	130·95	130·90	129·30	128·55	131·55
6	132·95	130·95	129·80	130·20	141·20	139·45	134·30	130·95	130·80	129·30	128·55	131·65
7	132·95	130·95	129·80	131·20	141·40	139·45	134·15	130·95	130·70	129·40	128·55	131·65
8	132·90	130·95	129·80	132·95	141·80	139·40	133·95	131·05	130·65	129·45	128·65	131·55
9	132·90	130·80	129·80	134·95	142·20	139·40	133·70	131·05	130·55	129·45	128·80	131·45
10	132·80	130·80	129·80	136·30	142·65	139·40	133·45	131·05	130·45	129·55	128·95	131·40
11	132·80	130·65	129·80	136·45	143·05	139·40	133·30	131·05	130·40	129·70	129·20	131·30
12	132·65	130·65	129·90	136·45	143·05	139·30	133·15	131·20	130·40	129·70	129·40	131·15
13	132·45	130·65	129·90	136·40	142·90	139·15	133·05	131·30	130·45	129·70	129·55	130·90
14	132·40	130·65	129·90	136·45	142·80	138·95	132·95	131·20	130·45	129·70	129·65	130·65
15	132·30	130·65	129·90	137·05	142·65	138·90	132·90	131·20	130·45	129·65	129·70	130·55
16	132·20	130·55	129·90	137·15	142·40	138·80	132·80	131·20	130·45	129·55	129·80	130·30
17	132·15	130·55	129·90	137·15	142·15	138·65	132·70	131·30	130·45	129·40	129·90	130·20
18	132·05	130·55	129·90	137·40	141·90	138·45	132·45	131·30	130·40	129·30	129·95	130·15
19	131·90	130·45	129·90	137·55	141·40	138·45	132·40	131·30	130·40	129·20	130·15	130·15
20	131·70	130·15	129·90	138·05	140·80	138·40	132·15	131·30	130·30	129·20	130·30	130·15
21	131·55	130·40	129·95	138·45	140·30	138·15	132·05	131·30	130·20	129·20	130·30	130·20
22	131·45	130·40	129·95	138·95	140·05	137·65	131·95	131·30	130·05	129·20	130·30	130·55
23	131·65	130·30	129·95	139·20	139·90	137·40	131·90	131·30	129·95	129·20	130·30	130·65
24	131·80	130·30	130·05	139·45	139·70	137·05	131·80	131·15	129·90	129·05	130·30	130·95
25	131·70	130·15	130·15	139·70	139·65	136·90	131·65	131·65	129·70	129·05	130·40	131·40
26	131·65	129·95	130·15	140·20	139·40	136·65	131·55	131·80	129·65	129·05	130·45	132·40
27	131·45	129·95	130·15	140·65	139·20	136·55	131·45	131·90	129·55	129·05	130·45	133·65
28	131·40	129·95	130·15	140·70	139·05	136·40	131·40	131·70	129·45	128·95	130·40	134·65
29	131·30	.....	130·15	140·90	138·95	136·20	131·30	131·65	129·45	128·90	130·40	135·40
30	131·20	.....	130·15	140·90	138·95	135·90	131·20	131·65	129·65	128·80	130·40	135·65
31	131·20		130·15	....	138·90	....	131·15	131·55		128·80	.....	135·95

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1896.

TABLE No. 169.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	136·45	133·30	131·45	131·95	143·65	137·90	134·15	132·30	130·30	130·20	131·05	135·90
2	136·45	133·15	131·65	131·95	143·55	137·95	133·95	132·15	130·30	130·30	131·05	135·90
3	137·65	132·95	131·65	131·95	143·45	137·95	133·80	132·05	130·40	130·40	131·05	135·95
4	137·20	132·95	131·55	131·95	143·30	138·05	133·65	131·90	130·40	130·45	131·05	136·05
5	136·95	132·95	131·45	131·95	143·20	138·05	133·80	131·80	130·30	130·65	131·15	135·95
6	136·65	132·95	131·45	131·95	143·20	138·15	133·95	131·70	130·30	130·80	131·90	135·95
7	136·45	132·90	131·45	131·95	143·20	138·20	133·90	131·65	130·30	130·90	132·65	135·80
8	136·45	132·90	131·45	132·15	143·15	138·30	133·90	131·45	130·20	130·95	133·30	135·55
9	136·30	132·90	131·65	132·30	143·15	138·45	133·90	131·30	130·15	131·05	133·70	135·45
10	136·15	132·90	131·80	133·45	142·95	138·65	133·80	131·15	130·05	131·15	133·80	135·40
11	135·95	132·90	131·95	134·65	142·90	138·80	133·80	130·80	129·95	131·15	134·15	135·30
12	135·70	132·80	131·95	135·70	142·70	138·80	133·80	130·45	129·80	131·20	134·45	135·20
13	135·45	132·70	131·95	136·80	142·45	138·65	133·80	130·45	129·45	131·30	134·65	135·15
14	135·30	132·70	131·95	138·65	142·20	138·45	133·80	130·40	129·20	131·30	134·80	135·05
15	135·15	132·65	131·95	140·65	141·95	138·30	133·70	130·40	129·20	131·40	134·80	134·95
16	134·95	132·65	131·95	140·95	141·55	137·95	133·70	130·40	129·15	131·40	134·90	134·90
17	134·80	132·55	131·95	140·95	141·45	137·65	133·65	130·30	129·05	131·40	134·90	134·90
18	134·65	132·45	131·95	140·95	140·95	137·30	133·45	130·30	129·05	131·40	134·95	134·80
19	134·45	132·45	131·95	140·95	140·40	136·95	133·45	130·20	128·95	131·40	134·95	134·80
20	134·30	132·45	131·95	141·45	140·15	136·65	133·45	130·20	129·20	131·40	134·95	134·90
21	134·20	132·45	131·95	143·70	139·90	136·45	133·45	130·15	129·45	131·40	134·95	134·90
22	134·15	132·45	131·95	144·45	139·65	136·30	133·40	130·05	129·80	131·40	135·30	134·95
23	134·15	132·40	131·95	146·80	139·40	135·90	133·30	130·15	129·90	131·30	135·65	134·95
24	133·95	132·30	131·95	147·80	139·15	135·65	133·15	130·30	129·95	131·20	135·95	134·95
25	133·95	132·15	131·95	147·80	138·90	135·45	132·95	130·45	130·05	131·15	136·15	134·90
26	133·95	131·95	132·15	146·30	138·55	135·20	132·80	130·65	130·05	131·05	136·20	134·90
27	133·80	131·80	132·15	144·90	138·40	134·95	132·65	130·65	130·15	131·05	136·15	134·90
28	133·80	131·65	131·95	144·20	138·20	134·70	132·55	130·55	130·15	130·95	135·95	134·90
29	133·65	131·45	131·95	143·90	138·15	134·55	132·45	130·45	130·20	130·95	135·90	134·90
30	133·65	....	131·95	143·70	138·05	134·40	132·40	130·40	130·20	130·95	135·80	134·90
31	133·45		131·95	..	137·95		132·30	130·30		131·05	....	134·95

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1897.

TABLE No. 170.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	134·95	132·70	132·80	135·30	144·55	142·20	137·20	132·80	132·40	129·65	131·20	130·90
2	134·95	132·70	132·80	135·65	145·20	141·95	136·90	132·80	132·30	129·65	131·30	130·90
3	134·80	132·70	132·80	135·80	145·20	141·70	136·65	132·80	132·20	129·65	131·30	130·80
4	134·65	132·70	132·80	135·80	145·05	141·55	136·45	132·80	132·15	129·55	131·40	130·80
5	134·45	132·65	132·80	135·70	144·95	141·30	136·30	132·80	132·05	129·55	131·45	130·80
6	134·30	132·65	132·80	135·55	144·95	141·15	136·05	132·65	131·90	129·55	131·45	130·70
7	134·05	132·65	132·80	135·30	144·95	140·95	135·80	132·45	131·70	129·55	131·45	130·70
8	133·80	132·65	132·80	134·95	144·95	140·90	135·55	132·40	131·65	129·45	131·45	130·70
9	133·45	132·65	132·80	134·65	144·95	140·70	135·30	132·15	131·45	129·45	131·30	130·70
10	133·40	132·65	132·80	134·45	144·95	140·70	135·15	132·15	131·40	129·45	131·20	130·70
11	133·30	132·65	132·80	134·70	144·95	140·70	135·05	132·15	131·20	129·40	131·20	130·80
12	133·20	132·65	132·90	134·95	144·65	140·70	134·90	132·15	131·15	129·40	131·15	130·90
13	133·15	132·65	132·90	134·90	144·30	140·80	134·70	132·15	131·05	129·30	131·15	130·95
14	133·15	132·70	132·90	134·70	143·95	141·05	134·45	132·15	130·95	129·30	130·95	131·30
15	133·05	132·70	132·90	134·70	143·80	140·95	134·30	132·15	130·90	129·30	130·95	131·95
16	133·05	132·70	132·80	134·80	143·55	140·90	134·15	132·15	130·80	129·30	130·95	132·80
17	132·95	132·70	132·80	134·80	143·45	140·65	133·95	132·15	130·65	129·30	130·95	133·20
18	132·90	132·70	132·80	135·05	143·45	140·30	133·80	132·15	130·45	129·30	130·95	133·30
19	132·90	132·70	132·90	135·30	143·30	139·95	133·65	132·15	130·40	129·30	130·90	133·30
20	132·90	132·70	132·90	135·65	143·15	139·70	133·55	132·15	130·30	129·30	130·90	133·20
21	132·80	132·70	132·95	135·95	143·15	139·30	133·45	132·15	130·20	129·65	130·90	133·05
22	132·80	132·70	133·45	136·20	143·45	139·05	133·30	132·15	130·15	129·95	130·80	132·80
23	132·80	132·70	133·70	136·40	144·15	138·70	133·15	132·20	129·95	130·15	130·70	132·45
24	132·80	132·70	134·65	136·55	143·95	138·65	132·95	132·45	129·80	130·30	130·70	132·30
25	132·80	132·70	134·45	137·30	144·20	138·45	132·95	132·65	129·65	130·45	130·65	132·15
26	132·80	132·70	134·20	138·15	144·30	138·30	132·95	132·65	129·65	130·65	130·65	131·90
27	132·80	132·65	133·90	139·65	144·30	137·90	132·95	132·65	129·65	130·80	130·65	131·70
28	132·80	132·65	133·95	141·65	144·05	137·45	132·95	132·65	129·65	130·95	130·80	131·65
29	132·80	.....	134·15	142·90	143·55	137·40	132·90	132·65	129·65	131·15	130·90	131·45
30	132·80	..	133·70	143·90	143·05	137·30	132·80	132·65	129·55	131·20	130·95	131·40
31	132·80		134·15	....	142·55	.....	132·80	132·45	....	131·20	.....	131·30

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1898.

TABLE No. 171.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	131·30	130·40	131·30	138·65	139·15	139·05	136·90	132·40	130·90	130·70	134·80	133·70
2	131·20	130·40	131·30	138·80	138·95	138·95	136·95	132·15	130·80	130·90	134·80	133·45
3	131·20	130·40	131·30	138·65	138·90	138·90	136·90	131·95	130·70	131·05	134·55	133·40
4	131·15	130·40	131·30	138·15	138·80	138·80	136·80	131·90	130·65	131·15	134·55	133·30
5	131·05	130·40	131·30	138·40	138·80	138·55	136·65	131·80	130·65	131·20	134·30	133·30
6	130·95	130·40	131·30	138·20	138·65	138·30	136·45	131·80	130·55	131·20	134·15	133·20
7	130·90	130·40	131·40	137·80	138·40	137·95	136·40	131·70	130·70	131·15	133·95	133·20
8	130·90	130·40	131·40	137·45	138·20	137·70	136·15	131·65	130·95	130·95	133·90	133·15
9	130·80	130·40	131·40	137·20	138·05	137·45	135·95	131·65	131·15	130·95	133·80	133·05
10	130·70	130·40	131·40	136·95	137·95	137·20	135·80	131·65	131·20	130·90	133·70	132·95
11	130·65	130·45	131·45	136·70	137·80	137·15	135·55	131·65	131·15	130·90	133·65	132·90
12	130·55	130·65	132·55	136·45	137·70	136·95	135·40	131·65	131·05	130·90	133·45	132·90
13	130·45	130·65	134·65	136·20	137·65	136·95	135·15	131·55	130·95	130·70	133·65	132·80
14	130·45	130·80	137·40	136·05	137·45	136·95	134·90	131·55	130·95	130·80	133·80	132·80
15	130·45	131·30	138·45	135·90	137·40	136·90	134·70	131·55	130·95	131·20	133·95	132·70
16	130·45	131·45	139·30	136·05	137·40	136·70	134·45	131·80	130·90	131·20	133·95	132·65
17	130·45	131·45	139·90	136·45	137·30	136·65	134·30	131·95	130·90	131·05	134·05	132·65
18	130·45	131·45	140·40	136·65	137·20	136·45	134·15	132·15	130·80	130·90	134·20	132·55
19	130·45	131·45	140·45	136·95	137·15	136·30	134·15	132·15	130·65	131·20	134·30	132·55
20	130·45	131·45	140·40	137·45	136·95	136·15	134·15	132·20	130·55	131·80	134·30	132·55
21	130·45	131·45	140·30	137·95	136·90	135·90	133·95	132·15	130·55	132·05	134·30	132·45
22	130·45	131·40	140·20	138·45	136·90	135·70	133·70	132·05	130·55	132·40	134·20	132·45
23	130·45	131·40	140·15	138·90	136·90	135·45	133·55	131·90	130·65	132·70	134·20	132·45
24	130·45	131·40	140·05	138·95	137·05	135·20	133·45	131·80	130·65	133·05	134·15	132·40
25	130·45	131·40	139·80	139·15	137·40	134·95	133·40	131·70	130·70	133·30	134·15	132·40
26	130·45	131·30	139·45	139·20	137·95	135·15	133·15	131·45	130·80	133·65	134·05	132·30
27	130·40	131·30	138·95	139·20	138·45	135·30	132·95	131·20	130·80	133·90	133·95	132·30
28	130·40	131·30	138·45	139·20	138·70	135·90	132·95	131·15	130·70	134·30	133·95	132·20
29	130·40		138·15	139·20	130·95	136·40	132·80	131·05	130·65	134·65	133·90	132·20
30	130·46		138·30	139·20	139·15	136·70	132·65	131·05	130·55	134·80	133·80	132·15
31	130·40		138·45		139·15		132·45	130·95		134·80		132·15

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1899.

TABLE No. 172.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	132·05	131·80	131·80	133·15	144·70	142·45	136·65	134·05	130·40	132·80	131·90	130·70
2	132·05	131·80	131·80	133·30	145·45	142·45	136·40	134·05	130·40	133·15	131·95	130·80
3	131·95	131·80	131·80	133·30	146·20	142·45	136·15	133·95	130·30	133·40	132·20	130·80
4	131·95	131·80	131·80	133·30	146·65	142·45	135·80	133·90	130·30	133·45	132·20	130·80
5	131·95	131·80	131·80	133·30	147·20	142·45	135·55	133·80	130·20	133·45	132·15	130·70
6	131·95	131·90	131·80	133·40	147·65	142·45	135·40	133·55	130·05	133·40	132·05	130·70
7	131·95	131·90	131·90	133·40	147·80	142·15	135·30	133·30	129·95	133·40	131·90	130·70
8	131·95	131·90	131·90	133·40	147·95	141·80	135·15	133·15	129·90	133·15	131·90	130·70
9	131·95	131·90	131·90	133·40	147·80	141·45	135·40	132·80	129·90	132·80	131·90	130·70
10	131·90	131·80	131·90	133·45	147·45	141·15	135·80	132·55	129·80	132·70	132·20	130·70
11	131·90	131·80	131·90	133·45	147·15	140·80	136·35	132·45	129·80	132·55	132·30	130·70
12	131·90	131·80	131·90	133·80	146·70	140·65	136·95	132·40	129·70	132·40	132·20	130·80
13	131·90	131·80	131·90	134·45	146·40	140·45	137·15	132·30	129·65	132·30	132·15	131·90
14	131·90	131·80	131·90	135·95	145·90	140·15	137·15	132·15	129·55	132·05	131·95	132·90
15	131·90	131·80	131·90	137·80	145·40	139·80	136·95	131·95	129·45	131·90	131·70	133·55
16	131·90	131·70	131·90	138·90	144·95	139·45	136·65	131·80	129·40	131·80	131·45	134·20
17	131·90	131·70	131·90	139·45	144·65	139·40	136·40	131·65	129·40	131·70	131·30	134·45
18	131·90	131·70	131·90	139·90	144·20	139·15	136·15	131·45	129·40	131·65	131·15	134·45
19	131·90	131·70	131·90	140·30	143·80	139·05	135·80	131·20	129·40	131·65	130·95	134·45
20	131·90	131·70	131·80	140·40	143·45	138·95	135·65	131·15	129·40	131·70	130·95	134·45
21	131·90	131·80	131·80	140·15	143·15	138·80	135·45	131·05	129·45	131·70	130·90	134·45
22	131·90	131·80	131·80	139·95	142·80	138·55	135·20	130·90	129·55	131·70	130·90	134·45
23	131·90	131·90	131·80	139·95	142·45	138·30	134·95	130·80	129·65	131·70	130·90	134·45
24	131·90	131·90	131·80	139·90	142·15	137·95	134·70	130·70	129·65	131·80	130·90	134·45
25	131·90	131·80	131·80	139·90	141·80	137·65	134·45	130·70	129·70	131·80	130·90	134·45
26	131·90	131·80	131·90	141·30	141·45	137·30	134·30	130·65	129·95	131·80	130·90	134·55
27	131·90	131·80	132·05	142·40	141·15	137·30	134·15	130·55	130·40	131·80	130·90	134·65
28	131·90	131·80	132·40	143·45	140·80	137·20	134·05	130·45	131·05	131·80	130·80	134·65
29	131·90		131·65	143·80	140·45	137·15	133·90	130·45	131·70	131·90	130·70	134·65
30	131·90		131·95	144·20	140·80	137·05	133·95	130·45	132·30	131·90	130·70	134·65
31	131·90		132·15		141·80		133·95	130·40		131·90		134·65

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1900.

TABLE No. 173.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	134·55	132·15	131·30	131·05	141·45	137·45	133·40	136·15	132·20	132·45	132·45	133·65
2	134·45	132·15	131·20	131·30	141·20	137·30	133·15	136·15	132·15	132·55	132·40	133·65
3	134·40	132·15	131·20	132·45	140·90	137·90	133·45	136·05	132·15	132·55	132·40	133·55
4	134·40	132·15	131·15	133·70	140·70	138·45	134·45	135·95	131·95	132·45	132·40	133·55
5	134·30	132·15	131·15	131·45	140·45	138·65	134·65	135·80	131·90	132·45	132·30	133·45
6	134·30	132·15	131·15	135·70	140·15	138·45	134·70	135·70	131·70	132·55	132·30	133·40
7	134·20	132·15	131·15	137·15	139·90	138·30	134·90	135·65	131·65	132·55	132·20	133·30
8	134·20	132·05	131·15	138·30	139·70	138·15	135·20	135·45	131·45	132·70	132·20	133·20
9	134·15	132·05	131·15	138·30	140·45	137·95	135·45	135·30	131·40	132·90	132·20	133·20
10	134·15	132·20	131·15	137·65	140·70	137·90	135·80	135·20	131·30	132·95	132·20	133·20
11	133·95	132·30	131·15	136·95	140·45	137·90	135·95	135·05	131·30	133·15	132·15	133·20
12	133·95	132·30	131·15	135·95	140·40	137·70	136·15	135·05	131·40	133·20	132·05	133·15
13	133·90	132·40	131·15	135·65	140·20	137·45	136·20	134·95	131·30	133·30	131·95	132·95
14	133·65	132·45	131·15	135·30	139·95	137·20	136·45	134·80	131·20	133·45	131·95	132·80
15	133·40	132·55	131·15	135·30	139·65	137·05	136·80	134·65	131·15	133·65	131·90	132·80
16	132·90	132·55	131·05	135·30	139·45	136·70	136·80	134·65	131·20	133·70	131·90	132·70
17	132·70	132·45	131·05	135·30	139·45	136·45	136·80	134·65	131·45	133·80	131·90	132·65
18	132·55	132·45	131·05	135·90	139·65	136·20	137·65	134·55	131·65	133·80	131·80	132·45
19	132·45	132·30	131·05	136·55	139·65	135·95	137·65	134·40	131·90	133·80	131·90	132·45
20	132·30	132·15	131·05	137·55	139·65	135·70	137·15	134·20	132·05	133·80	132·20	132·40
21	132·30	131·95	131·05	138·45	139·40	135·55	136·80	134·15	132·20	133·65	133·70	132·40
22	132·30	131·80	131·05	139·45	139·20	135·30	136·65	133·95	132·30	133·45	134·20	132·30
23	132·20	131·65	131·05	140·05	139·15	135·05	136·45	133·80	132·30	133·20	134·30	132·30
24	132·20	131·45	131·05	140·90	138·95	134·70	136·40	133·65	132·30	132·90	134·40	132·20
25	132·20	131·45	131·05	141·40	138·80	134·45	136·40	133·45	132·30	132·65	134·45	132·20
26	132·20	131·40	131·05	141·90	138·55	134·30	136·45	133·30	132·20	132·55	134·45	132·15
27	132·20	131·30	131·05	142·05	138·30	133·45	136·45	133·15	132·20	132·55	134·45	132·15
28	132·20	131·30	131·05	142·20	138·15	133·90	136·40	132·95	132·20	132·55	134·30	132·05
29	132·20		131·05	142·05	138·05	133·70	136·30	132·70	132·30	132·55	134·05	132·05
30	132·20		131·05	141·90	137·90	133·55	136·30	132·55	132·30	132·55	133·80	132·05
31	132·20		131·05		137·70		136·20	132·40		132·55		132·05

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1901.

TABLE No. 174.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	131·95	130·95	130·80	131·30	143·65	138·80	134·65	131·15	129·55	128·05	129·45	129·80
2	131·95	130·95	130·80	131·95	143·65	139·05	134·45	131·15	129·65	128·15	129·55	129·90
3	131·95	130·95	130·80	132·80	143·45	139·40	134·20	131·05	129·70	128·15	129·55	130·30
4	131·90	130·95	130·80	133·95	143·40	139·55	133·95	130·95	129·90	128·15	129·55	130·40
5	131·90	130·95	130·80	135·40	143·20	139·55	133·80	130·90	129·80	128·15	129·55	130·40
6	131·90	130·95	130·80	136·95	143·05	139·65	133·65	130·80	129·70	128·20	129·55	130·40
7	131·80	130·90	130·80	138·30	143·05	139·80	133·45	130·70	129·65	128·20	129·55	130·40
8	131·80	130·90	130·80	139·15	143·05	139·95	133·40	130·70	129·55	128·30	129·65	130·30
9	131·70	130·90	130·80	139·70	142·95	139·95	133·20	130·65	129·40	128·40	129·70	130·30
10	131·70	130·90	130·80	141·30	142·90	139·80	133·15	130·65	129·30	128·45	129·70	130·30
11	131·70	130·90	130·80	141·65	142·65	139·45	133·05	130·55	129·30	128·45	129·80	130·30
12	131·65	130·90	130·70	141·65	142·40	139·20	132·95	130·45	129·20	128·45	129·80	130·30
13	131·65	130·90	130·70	140·95	141·95	138·95	132·90	130·40	129·15	128·45	129·80	130·30
14	131·65	130·90	130·70	139·90	141·65	138·70	132·65	130·30	129·05	128·45	129·80	130·30
15	131·65	130·90	130·70	138·95	141·30	138·45	132·45	130·15	128·95	128·55	129·80	131·30
16	131·55	130·90	130·70	138·95	140·90	138·30	132·30	129·95	128·95	128·70	129·80	132·30
17	131·45	130·80	130·70	139·20	140·70	138·15	132·15	129·90	128·80	128·80	129·80	132·65
18	131·45	130·80	130·70	139·40	140·65	137·80	131·95	129·80	128·70	128·80	129·80	132·80
19	131·45	130·80	130·70	139·45	140·65	137·45	131·80	129·80	128·70	128·90	129·80	132·80
20	131·45	130·80	130·70	139·65	140·55	137·30	131·45	129·80	128·65	128·95	129·80	132·80
21	131·30	130·80	130·70	140·45	140·55	136·95	131·30	129·70	128·55	129·05	129·80	132·80
22	131·30	130·80	130·80	141·70	140·55	136·65	131·15	129·90	128·40	129·05	129·80	132·80
23	131·30	130·80	130·80	142·55	140·45	136·30	131·05	129·95	128·20	129·05	129·80	132·80
24	131·20	130·80	130·90	143·20	140·40	136·15	130·95	130·05	128·15	129·05	129·90	132·80
25	131·20	130·80	130·90	143·40	140·20	135·95	130·80	129·95	128·05	129·05	129·90	132·80
26	131·20	130·80	130·90	143·45	139·95	135·70	130·80	129·90	128·05	129·05	129·90	132·80
27	131·05	130·80	130·90	143·65	139·70	135·45	130·80	129·80	127·95	129·05	129·90	132·80
28	131·05	130·80	130·90	143·65	139·45	135·20	130·70	129·70	127·95	129·15	129·90	132·80
29	131·05		130·90	143·65	139·30	134·95	130·70	129·65	127·90	129·30	129·90	132·80
30	131·05		130·90	143·65	139·05	134·70	130·90	129·65	127·80	129·40	129·90	132·80
31	131·05		130·90		138·80		131·20	129·55		129·45		132·80

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1902.

TABLE No. 175½

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	132·80	132·65	132·55	139·45	139·90	138·90	136·80	133·30	131·15	130·45	132·30	135·40
2	132·70	132·65	133·30	139·70	140·20	138·95	136·80	133·30	130·95	130·45	132·20	135·20
3	132·70	132·65	133·45	140·05	140·40	139·05	136·70	133·40	130·80	130·45	132·20	135·15
4	132·70	132·65	133·45	140·20	140·45	139·15	136·70	133·40	130·65	130·45	132·20	135·05
5	132·70	132·65	133·40	140·30	140·55	139·15	136·65	133·40	130·55	130·45	132·20	134·95
6	132·70	132·55	133·20	140·30	140·65	139·15	136·65	133·30	130·45	130·45	132·30	134·90
7	132·70	132·55	133·05	140·15	140·65	139·15	136·65	133·30	130·40	130·45	132·40	134·90
8	132·70	132·55	132·80	139·95	140·65	139·15	136·45	133·30	130·30	130·45	132·40	134·90
9	132·70	132·55	132·65	139·70	140·65	139·15	136·30	133·20	130·20	130·45	132·65	134·80
10	132·70	132·55	132·65	139·45	140·65	139·05	136·15	133·15	130·15	130·55	132·95	134·80
11	132·70	132·55	132·65	139·30	140·65	139·05	135·95	133·05	130·15	130·55	133·20	134·80
12	132·70	132·55	132·95	139·20	140·55	139·05	135·90	132·95	130·05	130·65	133·40	134·70
13	132·65	132·55	133·70	139·15	140·45	139·05	135·70	132·90	130·05	130·70	133·65	134·70
14	132·65	132·55	134·30	139·15	140·45	138·95	135·45	132·80	130·20	130·70	133·80	134·65
15	132·65	132·55	134·45	139·15	140·30	138·80	135·40	132·65	130·40	130·70	133·90	134·65
16	132·65	132·55	135·95	139·15	140·20	138·55	135·30	132·55	130·15	130·80	133·95	134·55
17	132·65	132·55	137·45	139·05	140·15	138·30	135·15	132·40	130·65	130·90	134·20	134·55
18	132·65	132·55	137·70	139·05	139·95	138·15	134·95	132·20	130·80	130·90	134·40	134·45
19	132·65	132·55	137·90	138·95	139·70	137·95	134·80	132·15	130·95	131·05	134·65	134·45
20	132·65	132·55	137·95	138·90	139·45	137·90	134·70	132·05	131·15	131·20	134·90	134·45
21	132·65	132·55	138·15	138·90	139·20	137·80	134·65	131·95	131·15	131·40	135·15	134·45
22	132·65	132·55	138·20	138·80	138·90	137·65	134·55	131·90	131·05	131·45	135·20	134·30
23	132·65	132·55	138·20	138·80	138·65	137·40	134·45	131·80	130·95	131·65	135·40	134·20
24	132·65	132·55	138·20	138·80	138·45	137·30	134·30	131·70	130·95	131·80	135·45	134·05
25	132·65	132·55	138·30	138·90	138·45	137·15	134·20	131·65	130·90	131·90	135·65	133·90
26	132·65	132·55	138·40	138·90	138·45	137·05	134·15	131·65	130·70	131·95	135·65	133·70
27	132·65	132·55	138·55	138·90	138·55	137·05	133·95	131·55	130·65	132·05	135·65	133·65
28	132·65	132·55	138·70	138·95	138·65	136·95	133·80	131·55	130·55	132·15	135·55	133·45
29	132·65		138·90	138·95	138·70	136·90	133·65	131·45	130·45	132·20	135·55	133·40
30	132·65		139·20	139·30	138·80	136·80	133·45	131·40	130·45	132·30	135·45	133·30
31	132·65		139·45		138·80		133·30	131·30		132·30		133·25

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1903.

TABLE No. 176.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	133·20	131·90	132·30	138·65	137·30	138·15	137·05	133·30	131·55	131·95	132·45	131·15
2	133·20	131·90	132·40	138·40	137·70	137·90	137·95	133·20	131·15	131·90	132·45	131·15
3	133·20	131·90	132·40	138·05	137·95	137·55	138·80	133·15	131·15	131·90	132·30	131·15
4	133·15	131·80	133·30	137·80	138·20	137·15	138·80	133·05	131·40	131·90	132·20	131·15
5	133·15	131·80	134·45	137·65	138·40	136·90	137·95	132·95	131·40	131·80	132·15	131·05
6	133·05	131·80	134·65	137·65	138·15	136·55	138·20	132·90	131·30	131·80	132·05	131·05
7	133·05	131·80	134·80	137·80	138·65	136·40	136·70	132·80	131·15	131·80	131·95	131·05
8	132·95	131·80	135·30	138·05	138·95	136·20	136·45	132·70	130·95	131·90	131·95	131·05
9	132·90	131·80	135·45	138·20	139·15	136·20	136·15	132·65	130·90	131·95	131·95	131·05
10	132·90	131·80	135·95	138·45	139·30	136·20	135·90	132·55	130·80	132·40	131·90	131·05
11	132·90	131·90	136·45	138·30	139·45	136·15	135·45	132·55	130·70	132·65	131·80	131·05
12	132·80	131·90	136·80	138·15	139·55	136·15	135·20	132·55	130·70	132·90	131·70	131·05
13	132·80	131·90	137·15	137·90	139·70	136·20	134·90	132·55	130·65	132·90	131·70	131·05
14	132·80	131·90	137·30	137·65	139·70	136·30	134·65	132·55	130·65	132·90	131·65	131·05
15	132·70	131·90	137·40	137·55	139·80	136·40	134·55	132·45	130·55	133·05	131·65	131·05
16	132·70	131·90	137·45	137·45	139·90	136·45	134·45	132·45	130·55	133·15	131·55	131·05
17	132·65	131·95	137·55	137·45	139·95	136·45	134·15	132·45	130·55	133·20	131·45	130·95
18	132·55	131·95	137·70	137·40	139·95	136·65	134·20	132·45	130·65	133·20	131·40	130·95
19	132·45	131·95	138·40	137·40	140·05	136·70	134·05	132·45	131·05	133·45	131·40	130·95
20	132·40	131·95	138·95	137·30	139·90	136·80	133·95	132·45	131·30	133·55	131·30	130·95
21	132·40	131·95	139·45	137·30	139·70	136·80	133·80	132·40	131·45	133·65	131·30	130·95
22	132·30	132·05	139·55	137·20	139·45	136·90	133·70	132·15	131·90	133·70	131·30	130·95
23	132·30	132·05	139·65	137·20	139·30	137·05	133·70	132·05	132·05	133·30	131·20	130·95
24	132·15	132·05	139·65	137·20	139·15	137·15	133·70	131·90	132·30	132·95	131·20	130·90
25	132·15	132·05	139·95	137·15	138·90	137·20	133·70	131·80	132·45	132·80	131·20	130·90
26	132·15	132·15	139·95	137·15	138·70	137·30	133·65	131·65	132·45	132·65	131·20	130·90
27	132·05	132·15	139·40	137·15	138·45	137·30	133·65	131·65	132·55	132·65	131·15	130·90
28	132·05	132·20	139·30	137·15	138·30	137·20	133·65	131·65	132·55	132·55	131·15	130·90
29	131·95		139·20	137·05	138·30	137·15	133·55	131·65	132·40	132·55	131·15	130·90
30	131·95		139·20	137·05	138·30	137·05	133·55	131·65	132·05	132·45	131·15	130·90
31	131·95		138·15		138·45		133·45	131·70		132·40		130·90

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1904.

TABLE No. 177.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	130·80	130·72	130·65	134·70	139·95	144·65	138·95	133·45	131·20	131·90	134·45	131·95
2	130·80	130·72	130·65	135·45	141·40	144·80	138·80	133·45	131·05	132·20	134·45	131·95
3	130·80	130·72	130·65	136·45	142·15	145·05	138·45	133·30	130·90	132·30	134·45	131·90
4	130·80	130·72	130·65	137·45	142·65	145·40	138·15	132·95	131·05	132·65	134·45	131·90
5	130·80	130·72	130·65	138·30	143·55	145·40	137·90	132·70	131·30	132·95	134·45	131·80
6	130·80	130·72	130·65	138·70	144·70	145·40	137·70	132·55	131·30	133·05	134·45	131·80
7	130·80	130·72	130·65	139·20	145·30	145·40	137·45	132·45	131·30	133·20	134·30	131·70
8	130·80	130·72	130·70	139·45	145·65	145·45	137·20	132·40	131·20	133·30	134·15	131·70
9	130·80	130·72	130·95	139·95	145·95	145·55	136·95	132·20	131·20	133·40	134·05	131·70
10	130·80	130·72	131·05	140·65	145·95	145·80	136·95	132·15	131·15	133·45	133·90	131·70
11	130·80	130·72	131·15	141·30	145·95	145·95	136·90	131·95	131·15	133·65	133·70	131·65
12	130·72	130·72	131·15	140·95	145·95	146·05	136·80	131·70	131·05	133·70	133·55	131·65
13	130·72	130·72	131·15	140·45	145·80	145·80	136·80	131·65	130·80	133·70	133·40	131·65
14	130·72	130·72	131·15	139·80	145·45	145·70	136·70	131·65	131·05	133·70	133·30	131·55
15	130·72	130·72	131·15	139·30	145·20	145·15	136·65	131·55	130·95	134·05	133·20	131·55
16	130·72	130·72	131·15	138·90	144·95	144·65	136·55	131·55	130·90	134·20	133·15	131·55
17	130·72	130·72	131·15	138·55	144·90	144·15	136·30	131·55	130·90	134·45	133·05	131·55
18	130·72	130·72	131·15	138·20	144·80	143·45	136·15	131·65	130·70	134·45	132·95	131·55
19	130·72	130·72	131·15	137·90	144·80	143·15	135·95	131·65	130·55	134·45	132·90	131·55
20	130·72	130·65	131·15	137·45	144·70	142·55	135·70	131·65	130·45	134·45	132·70	131·55
21	130·72	130·65	131·15	137·20	144·65	142·15	135·55	131·65	130·45	134·45	132·65	131·45
22	130·72	130·65	131·15	136·80	144·55	141·90	135·45	131·70	130·45	134·45	132·55	131·45
23	130·72	130·65	131·15	136·45	144·55	141·45	135·20	131·70	130·40	134·45	132·55	131·45
24	130·72	130·65	131·20	136·70	144·45	140·95	135·05	131·70	130·40	134·55	132·45	131·45
25	130·72	130·65	131·40	136·95	144·40	140·55	134·90	131·65	130·55	134·70	132·40	131·45
26	130·72	130·65	131·45	137·45	144·30	140·22	134·65	131·65	131·05	134·70	132·30	131·45
27	130·72	130·65	131·65	137·70	144·20	139·95	134·40	131·55	131·45	134·70	132·20	131·45
28	130·72	130·65	132·20	138·20	144·20	139·55	134·15	131·55	131·45	134·65	132·15	131·45
29	130·72	130·65	133·45	139·15	144·15	139·40	133·90	131·45	131·55	134·55	132·15	131·45
30	130·72	.....	133·95	140·05	144·15	139·30	133·70	131·40	131·70	134·55	132·05	131·45
31	130·72	.....	134·40	.....	144·05	.....	133·55	131·20	.....	134·55	.....	131·45

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1905.

TABLE No. 178.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept	Oct.	Nov.	Dec.
1	131·45	131·45	131·20	133·80	134·05	138·20	134·15	132·70	129·90	.....	131·15	130·65
2	131·45	131·45	131·20	135·30	134·15	138·15	133·95	132·70	129·80	129·80	131·30	131·70
3	131·45	131·45	131·15	137·15	134·55	137·95	133·80	132·65	129·80	129·90	131·40	.....
4	131·55	131·45	131·15	137·55	135·70	137·80	133·65	132·45	129·90	129·55	131·05	131·55
5	131·65	131·45	131·15	137·40	136·40	137·65	133·45	132·40	129·95	129·51	.....	131·55
6	131·65	131·45	131·05	137·40	136·45	137·45	133·40	132·30	130·05	129·45	131·55	131·30
7	131·65	131·40	131·05	137·30	136·70	137·30	133·15	132·15	130·15	129·30	130·90	131·18
8	131·65	131·40	131·05	137·20	136·95	137·15	132·90	131·95	130·05	.....	130·90	131·05
9	131·55	131·40	131·05	136·80	137·45	136·95	132·80	131·80	129·95	129·30	130·75	131·05
10	131·55	131·40	131·05	136·30	137·90	136·80	132·70	131·65	129·90	129·40	130·90	130·95
11	131·55	131·40	130·95	135·90	138·45	136·65	132·65	131·40	129·90	129·55	130·80	131·15
12	131·55	131·40	130·95	135·80	138·90	136·45	132·65	131·30	129·90	129·40	.....	131·05
13	131·55	131·40	130·95	135·70	139·30	136·40	132·65	131·30	129·90	129·30	130·95	130·80
14	131·45	131·40	130·95	135·70	139·45	136·30	132·65	131·30	129·80	129·45	130·80	130·70
15	131·45	131·40	130·95	135·65	139·65	136·45	132·65	131·30	129·70	.....	130·80	130·65
16	131·45	131·40	130·95	135·40	139·65	136·45	132·65	131·30	129·55	.....	130·95	130·45
17	131·45	131·40	130·95	135·30	139·65	136·55	132·65	131·15	129·55	129·95	130·65	.....
18	131·45	131·30	130·95	135·15	139·70	136·45	132·65	131·05	129·55	130·20	130·70	130·45
19	131·45	131·30	130·95	134·95	139·70	136·45	132·70	130·95	129·80	130·15	.....	130·40
20	131·45	131·30	130·05	134·80	139·80	136·45	132·80	130·70	130·45	130·20	130·55	130·40
21	131·45	131·30	130·15	134·70	139·80	136·30	132·80	130·45	130·55	130·45	130·45	130·55
22	131·45	131·30	130·15	134·65	139·95	136·05	132·65	130·30	130·45	.....	130·45	130·55
23	131·45	131·20	130·20	134·55	140·15	135·90	132·55	130·20	130·40	130·70	130·45	130·45
24	131·45	131·20	130·20	134·45	140·15	135·65	132·45	130·15	130·40	131·15	130·55	.....
25	131·45	131·20	130·45	134·40	139·95	135·25	132·45	130·05	130·30	131·15	130·45	.....
26	131·45	131·20	130·80	134·30	139·70	135·30	132·45	129·95	130·15	.....	.....	130·40
27	131·45	131·20	131·65	134·15	139·45	134·95	132·45	129·90	130·05	131·55	130·55	130·40
28	131·45	131·20	132·45	134·15	139·20	134·70	132·40	129·80	130·05	131·55	130·95	131·40
29	131·45	.....	132·65	133·95	138·80	134·45	132·30	129·85	129·95	.....	130·80	130·45
30	131·45	.....	132·80	133·95	138·55	134·30	132·30	129·70	129·95	131·55	130·55	130·55
31	131·45	.....	132·90	.....	138·30	.....	132·45	129·70	.....	131·55	.....	.....

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1906.

TABLE No. 179.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1			132·60		136·90	139·10		131·45	128·65	127·80	128·60	129·05
2	130·80		132·20	132·45	136·95	138·95		131·05		128·70	128·70	
3	130·80		132·10	132·35	137·05		136·75	131·20	128·55	128·85	128·65	
4	130·95			132·30	137·20	138·50	136·50	131·05	128·65	128·85		129·90
5	130·85		131·95	132·30	137·55	138·30	136·25		128·55	128·85	128·70	
6	130·80	133·25	131·90	132·35	138·10	138·30	136·05	130·70	128·45	128·95	128·65	130·00
7		133·20	131·80	132·45		138·40	135·75	130·95	128·45		128·70	
8	130·70	133·05	131·75		138·30	138·85		130·80	128·45	129·05	128·70	130·05
9	130·65	132·85	131·85	132·80		139·55	135·20	130·70		128·95		
10	130·60	122·70	131·60	132·90	139·15	139·20	135·00	130·55	128·45	128·85	128·55	
11	130·55			132·50	139·30	139·15	134·70	130·45	128·50	128·80		129·85
12	130·55	132·40	131·35	132·45	139·45		134·30		128·45	128·80	128·70	
13	130·45	132·30	131·30			139·10	134·05	130·40	128·40	128·80	128·65	129·70
14	130·30	132·35	131·20	132·70	139·95	139·10	133·95	130·25	128·20	128·80	128·55	
15	130·45	132·20	131·05		140·10	139·10		130·15	128·20	128·80	128·65	129·85
16		132·10	130·95	133·05	140·20	139·05	133·50	130·05		128·30	128·55	
17		131·95	130·90	133·20	140·30	138·95	133·25	130·05	128·05	128·40	128·55	
18				133·30	140·30	138·85	132·95	129·90	128·15		128·55	129·70
19	130·45	131·80	130·70	133·60	140·40		132·80		128·10	128·55	128·55	
20	130·40	131·75	130·70	133·85		138·65	132·65	129·80	128·10	128·50	128·70	129·65
21		131·70	130·50	134·40	140·40	138·45	132·45	129·80	128·05		128·95	
22	130·45	132·15	130·30		140·40	138·40		129·70	127·95	128·50	128·70	129·50
23	131·20	132·35	130·30	135·55	140·35	138·35	132·30	129·70		128·60	128·65	
24	133·70	132·30	130·20	136·00		138·15	132·15	129·60	127·90	128·70	128·80	
25	134·20			136·40	140·20	138·15	131·95	129·45	127·95	128·60		
26	134·25	132·90	130·05	136·45	140·05	138·10	131·85		127·85	128·65	128·95	
27	134·20	132·95	130·80	136·70		137·90	131·70	129·40	127·75	128·80	129·15	129·50
28		132·65	132·55	136·80	139·95	137·70	131·65	129·30	127·70		129·20	
29	133·95		133·00		139·65	137·65		129·15		128·65	129·20	129·45
30	133·80		133·15	136·70	139·45	137·55	131·55	128·90		128·90	129·35	
31	133·80		133·05		139·20		131·40	128·70		128·85		

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1907.

TABLE No. 180.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	128·45	128·40	128·30	137·45	135·05	141·65	137·55	133·55	130·15	132·45	132·40	132·90
2	128·45	128·40	128·30	137·90	136·45	140·95	137·55	133·55	130·45	132·40	132·40	132·70
3	128·45	128·40	128·30	137·90	137·70	140·70	137·65	133·45	130·45	132·40	132·45	132·80
4	128·45	128·40	128·30	137·90	137·80	140·65	137·65	133·40	130·45	132·40	132·55	133·45
5	128·45	128·40	128·30	136·45	137·95	140·65	137·40	133·30	130·45	132·20	132·55	133·45
6	128·45	128·40	128·30	136·30	138·15	140·65	137·20	133·40	130·45	132·05	132·80	133·40
7	128·45	128·40	128·30	136·20	138·20	140·65	137·05	133·30	130·30	132·40	133·95	133·30
8	128·45	128·40	128·30	136·20	138·15	140·65	136·90	133·20	130·15	132·40	134·95	133·15
9	128·45	128·40	128·30	136·15	138·05	140·65	136·70	132·95	130·20	132·30	135·45	133·20
10	128·40	128·30	128·30	135·95	137·95	140·65	136·55	132·80	130·30	132·40	135·55	133·30
11	128·40	128·30	128·30	135·80	137·90	140·65	136·45	132·70	130·40	132·40	135·70	133·45
12	128·40	128·30	128·30	135·45	137·80	140·65	136·40	132·45	130·45	132·45	135·55	133·45
13	128·40	128·30	128·30	135·40	137·90	140·65	136·20	132·40	130·45	132·55	135·40	133·55
14	128·40	128·30	128·40	135·30	137·90	140·55	135·95	132·20	130·45	132·65	135·15	133·55
15	128·40	128·30	128·40	135·20	138·15	140·30	135·80	132·15	130·55	132·80	135·30	133·70
16	128·40	128·30	128·40	135·05	138·45	139·95	135·45	132·05	130·90	132·95	135·15	133·80
17	128·40	128·30	128·40	134·90	138·90	139·80	135·40	131·95	131·15	132·95	134·55	133·90
18	128·40	128·30	128·40	134·90	139·65	139·65	135·15	131·65	131·45	132·95	134·30	133·95
19	128·40	128·30	128·45	134·80	140·45	139·45	135·05	131·45	131·30	133·05	134·05	133·95
20	128·40	128·30	128·45	134·70	141·45	138·45	134·80	131·45	131·40	133·05	133·95	133·95
21	128·40	128·30	128·45	134·45	141·80	138·95	134·65	131·45	131·45	132·90	133·95	133·90
22	128·40	128·30	128·55	134·30	142·15	138·80	134·45	131·40	131·45	132·80	133·70	133·80
23	128·40	128·30	128·65	133·95	142·20	138·65	134·40	131·15	131·80	132·70	133·55	133·65
24	128·40	128·30	128·70	133·80	142·30	138·30	134·30	131·05	131·95	132·70	133·45	133·55
25	128·40	128·30	128·80	133·70	142·20	137·95	134·20	130·80	132·05	132·55	133·45	133·45
26	128·40	128·30	130·40	133·70	141·95	137·90	134·05	130·65	132·05	132·45	133·40	133·45
27	128·40	128·30	131·15	133·80	141·95	137·80	134·05	130·65	131·95	132·55	133·30	133·45
28	128·40	128·30	133·15	133·80	141·95	137·70	133·90	130·65	132·20	132·55	133·20	133·45
29	128·40		135·40	133·90	141·95	137·65	133·70	130·55	132·30	132·55	133·20	133·45
30	128·40		136·45	133·90	141·95	137·55	133·65	130·55	132·40	132·45	133·05	133·45
31	128·40		137·05		141·95		133·55	130·55		132·40		133·45

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1908.

TABLE No. 181.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	133·45	132·15	131·90	134·55	141·65	145·20	137·15	132·40	129·40	127·95	127·40	128·45
2	133·45	132·15	131·80	134·80	142·95	145·05	136·95	132·15	129·20	127·90	127·40	128·45
3	133·55	132·30	131·70	134·90	143·70	145·05	136·65	132·05	129·20	127·70	127·65	128·45
4	133·40	132·20	131·70	134·95	144·15	145·15	136·30	131·95	129·15	127·65	127·65	128·45
5	133·15	132·15	131·65	134·90	144·15	145·20	136·05	131·90	128·95	127·65	127·55	129·45
6	133·15	132·05	131·55	134·90	144·15	145·20	135·90	131·70	128·80	127·70	127·55	128·45
7	133·15	131·95	131·55	135·40	144·15	144·95	135·90	131·55	128·70	127·70	127·55	128·45
8	133·15	131·95	131·55	135·95	144·80	144·70	135·70	131·45	128·80	127·70	127·55	128·45
9	133·05	131·90	131·55	136·95	145·20	143·45	135·65	131·30	128·65	127·65	127·55	129·45
10	132·90	131·90	131·55	137·05	145·80	143·15	135·55	131·20	128·70	127·65	127·65	129·45
11	132·65	131·90	131·55	137·55	146·05	142·65	135·40	131·15	128·65	127·40	127·80	129·45
12	132·65	131·80	131·55	138·30	146·45	142·40	135·20	131·05	128·70	127·30	127·65	129·45
13	132·65	131·80	131·45	138·80	146·70	142·15	135·15	130·95	128·70	127·40	127·55	128·45
14	132·65	131·80	131·45	138·95	147·05	141·80	134·95	130·90	128·65	127·45	127·65	129·45
15	132·65	131·95	131·65	138·80	147·20	141·55	134·80	130·90	128·55	127·45	127·45	129·70
16	132·55	132·15	131·90	138·70	147·40	141·20	134·55	130·80	128·65	127·40	127·40	129·70
17	132·45	132·15	132·15	138·15	147·40	140·80	134·40	130·70	128·55	127·40	127·55	129·80
18	132·30	132·15	132·20	137·80	147·45	140·65	134·45	130·65	128·45	127·30	127·55	129·80
19	132·20	132·20	132·40	138·15	147·40	140·45	134·40	130·55	128·45	127·20	127·90	129·80
20	132·20	132·20	132·30	138·05	147·15	140·20	134·30	130·40	128·40	127·45	127·70	129·80
21	132·20	132·15	132·30	137·40	147·15	139·90	134·15	130·30	128·30	127·45	127·70	129·95
22	132·40	132·05	132·30	136·20	146·90	139·65	133·95	130·05	128·20	127·40	127·40	129·95
23	132·30	132·05	132·30	135·95	146·65	139·40	133·70	129·90	128·30	127·40	127·40	129·95
24	132·45	132·05	132·40	136·15	146·55	138·95	133·65	129·80	128·20	127·30	127·40	129·95
25	132·20	132·05	132·40	136·30	146·55	138·80	133·45	129·95	128·20	127·30	127·95	129·95
26	132·05	132·05	132·45	136·65	146·45	138·55	133·20	129·95	128·05	127·30	128·15	129·95
27	131·95	132·05	132·45	137·65	146·20	138·20	133·05	129·90	127·95	127·45	127·80	129·95
28	132·45	131·95	133·05	138·65	145·95	137·90	132·95	129·90	127·90	127·55	127·95	129·95
29	132·40	131·90	133·55	139·55	145·70	137·65	132·90	129·65	127·80	127·55	128·15	129·90
30	132·40		133·80	140·20	145·45	137·45	132·70	129·45	127·95	127·55	128·20	130·05
31	132·45		133·20		145·40		132·45	129·40		127·55		130·15

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1909.

TABLE No. 182.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	130·05	130·40	130·95	131·95	141·05	148·65	137·65	137·20	132·40	132·40	131·65	132·20
2	130·05	130·30	130·95	132·45	141·40	148·15	137·45	137·05	132·30	132·30	131·65	132·40
3	130·05	130·15	130·95	132·90	142·20	147·70	137·20	136·90	132·20	132·20	131·65	132·40
4	130·05	130·15	130·90	133·30	142·20	147·20	136·95	136·45	132·20	132·20	131·65	132·40
5	130·05	130·15	130·90	134·05	142·30	146·70	136·80	136·15	132·20	132·30	131·65	132·30
6	130·15	129·95	130·80	135·20	141·65	145·95	136·55	135·90	132·20	132·40	131·65	132·30
7	129·95	130·05	130·80	136·95	141·45	145·55	136·30	135·45	132·40	132·45	131·55	132·30
8	130·15	130·30	130·80	139·05	141·30	145·15	136·20	135·15	132·30	132·45	131·55	132·30
9	130·20	130·30	130·90	139·65	141·30	144·45	135·95	134·95	132·30	132·40	131·65	132·15
10	130·15	130·30	130·90	138·95	141·55	143·95	135·70	134·70	132·30	132·20	131·65	132·15
11	130·15	130·55	130·95	138·05	142·45	143·20	135·45	134·45	132·40	132·15	131·65	132·15
12	130·15	130·70	131·05	137·45	143·65	142·95	135·30	134·20	132·40	132·05	131·65	132·15
13	130·20	130·65	130·95	137·40	144·40	142·40	135·05	134·15	132·40	131·95	131·65	132·15
14	130·20	130·65	130·90	138·05	145·20	142·05	134·90	133·95	132·40	131·90	131·65	132·70
15	130·20	130·70	130·90	139·15	145·40	141·45	134·65	133·80	132·45	131·80	131·65	133·30
16	130·20	130·70	130·95	139·15	145·95	141·20	134·45	134·05	132·45	131·70	131·65	133·20
17	130·20	130·80	130·90	139·30	146·40	140·80	134·30	133·95	132·55	131·55	131·65	133·25
18	130·15	130·80	130·90	139·55	146·65	140·45	134·20	133·70	132·55	131·45	131·65	133·05
19	130·05	130·80	130·90	139·95	147·15	140·20	134·45	133·55	132·55	131·55	131·65	133·05
20	129·90	130·80	130·70	140·45	147·65	139·80	134·40	133·45	132·55	131·55	131·65	133·05
21	129·90	130·65	130·70	140·55	148·15	139·80	134·20	133·45	132·65	131·65	131·70	132·95
22	129·95	130·65	130·70	140·55	148·65	139·70	134·20	133·30	132·65	131·65	131·95	132·90
23	130·15	130·70	130·65	140·40	148·70	139·55	134·05	133·20	132·65	131·55	132·15	132·80
24	130·15	130·80	130·65	140·30	148·93	139·45	134·40	133·30	132·55	131·55	132·20	132·70
25	130·20	130·80	130·70	140·45	149·15	139·20	134·45	133·05	132·45	131·55	132·30	132·70
26	130·40	130·95	130·90	140·80	149·20	138·95	134·70	133·05	132·45	131·65	132·30	132·65
27	130·45	131·05	131·20	140·80	149·20	138·80	135·45	132·90	132·40	131·65	132·30	132·55
28	130·45	131·05	131·30	140·90	149·30	138·55	136·20	132·70	132·40	131·70	132·20	132·55
29	130·45		131·45	140·90	149·30	138·20	136·80	132·65	132·40	131·65	132·20	132·45
30	130·45		131·70	141·05	149·20	137·90	137·30	132·45	132·40	131·55	132·20	133·30
31	130·45		131·65		148·95		137·40	132·45		131·55		132·15

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, foot of Rideau Canal, at Ottawa, Ont., during 1910.

TABLE No. 183.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	131·95	131·90	130·65									
2	131·90	131·80	130·65									
3	131·90	131·70	130·65									
4	131·90	131·70	130·80									
5	131·90	131·55	131·15									
6	131·90	131·20	131·70									
7	131·80	131·40	132·45									
8	131·65	131·40	133·45									
9	131·55	131·30	133·65									
10	131·55	131·20	133·40									
11	131·55	131·20	133·15									
12	131·45	131·20	132·95									
13	131·45	131·20	132·80									
14	131·40	131·15	132·65									
15	131·45	130·95	132·40									
16	131·45	130·95	132·15									
17	131·45	130·90	131·95									
18	131·45	130·90	131·80									
19	131·40	130·90	131·70									
20	131·30	130·90	131·95									
21	131·40	130·80	132·40									
22	131·65	130·80	132·70									
23	132·05	130·80	132·95									
24	132·20	130·80	133·30									
25	132·20	130·80	133·45									
26	132·20	130·65	133·80									
27	132·15	130·55	134·15									
28	132·15	130·55	134·40									
29	132·05		134·65									
30	131·95		134·80									
31	131·95		135·20									

ELEVATIONS of Gatineau River, at Chelsea, Que., during 1899.

TABLE No. 184.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												205·85
13												205·40
14												206·40
15												206·40
16												206·45
17												206·85
18												206·90
19												207·25
20												207·65
21												207·50
22												207·50
23												207·50
24												207·40
25												207·40
26												207·25
27												207·00
28												206·85
29												206·75
30												206·70
31												206·75

Elevations of Gatineau River, at Chelsea, Que., during 1900.

Table No. 185.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept	Oct.	Nov.	Dec
1	206·75	205·75	205·85	205·25	212·75	209·00	207·10	207·50	205·25	206·50	206·90	207·50
2	206·85	205·75	205·85	205·25	212·60	209·10	207·60	207·35	205·50	206·60	206·75	207·40
3	206·90	205·75	205·90	205·25	212·35	209·15	208·15	207·25	205·15	209·65	206·60	207·40
4	207·00	205·75	205·90	205·40	212·25	209·00	208·50	207·15	205·15	206·65	206·65	207·35
5	206·85	205·75	205·90	205·40	212·00	208·85	208·75	207·10	205·15	206·25	206·65	207·35
6	206·65	205·75	205·90	205·75	211·90	208·65	209·00	207·00	205·15	206·15	206·60	207·25
7	206·35	205·65	205·90	206·40	211·75	208·50	209·15	206·90	205·15	206·15	206·60	207·10
8	206·10	205·65	205·90	206·60	211·65	208·40	209·25	206·90	205·10	206·15	206·50	207·00
9	206·10	205·65	205·85	206·75	211·50	208·25	209·35	206·90	205·10	206·50	206·50	206·75
10	206·00	205·65	205·85	206·50	211·25	208·15	209·35	206·90	205·10	207·10	206·40	206·60
11	205·90	205·85	205·85	206·35	211·00	208·15	209·40	206·90	205·10	207·65	206·40	206·40
12	206·00	205·75	205·85	206·35	210·90	207·90	209·65	206·90	205·10	207·35	206·35	206·40
13	206·00	205·75	205·85	206·35	210·65	207·85	209·75	206·90	205·10	208·60	206·25	206·50
14	206·00	205·75	205·75	206·40	210·15	207·65	209·85	206·85	205·15	208·35	206·25	206·50
15	206·00	206·10	205·75	206·60	209·90	207·65	209·85	206·85	205·50	208·15	206·15	206·75
16	205·90	206·00	205·75	206·75	209·75	207·60	209·75	206·75	205·75	207·90	206·15	206·75
17	205·85	205·90	205·65	207·10	209·75	207·80	209·75	206·60	206·15	207·75	206·10	206·85
18	205·85	206·00	205·65	207·75	209·90	207·40	209·75	206·40	206·25	207·50	206·00	207·00
19	205·75	206·00	205·65	208·75	210·00	207·35	209·75	206·25	206·35	207·35	206·00	207·00
20	205·70	206·00	205·65	209·25	210·00	207·25	209·40	206·15	206·40	207·35	206·10	206·75
21	205·75	206·00	205·60	209·25	209·85	207·15	209·25	206·10	206·50	207·25	206·50	206·25
22	205·90	205·90	205·60	210·50	209·75	207·15	209·15	205·90	206·65	207·00	206·75	206·10
23	205·75	205·90	205·60	211·25	209·60	207·10	209·00	205·85	206·75	206·85	207·00	205·90
24	205·65	205·85	205·60	211·85	209·50	206·90	208·85	205·75	206·75	206·75	207·15	205·85
25	205·85	205·85	205·60	212·35	209·50	206·90	208·75	205·60	206·75	206·65	207·15	205·85
26	205·85	205·90	205·50	212·75	209·40	206·60	208·60	205·60	206·65	206·60	207·40	206·85
27	205·85	205·90	205·40	213·00	209·35	206·50	208·40	205·50	206·65	206·50	207·50	206·75
28	205·75	205·90	205·35	213·25	209·25	206·35	208·25	205·40	206·60	206·75	207·35	206·75
29	205·75	.....	205·35	213·25	209·10	206·25	208·00	205·40	206·50	206·65	207·35	206·75
30	205·65	.....	205·35	213·00	209·10	206·40	207·75	205·35	206·50	208·85	207·40	206·75
31	205·75	.....	205·25	.....	209·00	.....	207·60	205·35	.....	206·90	.....	206·60

Elevations of Gatineau River, at Chelsea, Que., during 1901.

Table No. 186.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	205·65	205·75	205·60	205·75	212·85	208·60	206·75	205·65	205·15	204·50	205·60	204·75
2	205·75	205·75	205·60	205·50	212·90	208·65	206·60	205·60	205·15	204·50	205·60	204·75
3	205·85	205·75	205·50	205·65	212·90	209·00	206·50	205·50	205·15	204·60	205·60	204·75
4	205·90	205·75	205·50	205·90	212·90	209·40	206·40	205·50	205·10	204·60	205·60	204·75
5	205·85	205·75	205·50	206·40	212·85	209·60	206·40	205·40	205·10	204·60	205·60	204·85
6	205·85	205·75	205·50	206·65	212·75	209·65	206·25	205·35	205·00	204·75	205·60	204·85
7	205·75	205·75	205·50	207·10	212·50	209·65	206·25	205·35	204·90	204·75	205·65	204·90
8	205·65	205·85	205·40	207·35	212·25	209·65	206·25	205·35	204·85	204·85	205·75	204·90
9	205·60	205·90	205·40	207·90	212·00	209·50	206·15	205·35	204·85	204·90	205·85	204·90
10	205·65	206·00	205·40	207·90	211·75	209·40	206·10	205·25	204·75	205·10	205·75	204·85
11	205·75	205·90	205·35	208·25	211·60	209·25	206·00	205·75	204·75	204·60	205·75	204·85
12	205·65	205·85	205·35	208·40	211·35	209·15	205·90	205·15	204·75	204·40	205·75	204·75
13	205·65	205·90	205·35	208·25	211·15	209·10	205·85	205·15	204·65	204·65	205·75	204·75
14	205·65	206·00	205·35	209·40	211·10	209·00	205·75	205·10	204·65	204·75	205·75	204·70
15	205·65	206·00	205·40	209·60	211·00	208·90	205·65	205·10	204·65	204·90	205·75	206·25
16	205·65	205·90	205·35	209·75	210·90	208·85	205·60	205·00	204·60	205·25	205·75	205·65
17	205·65	205·85	205·35	210·10	210·85	208·65	205·50	205·10	204·60	205·35	205·65	205·85
18	205·75	205·85	205·25	210·25	210·75	208·40	205·40	205·15	204·60	205·35	205·65	206·00
19	205·75	205·75	205·15	210·65	210·50	208·25	205·25	205·25	204·50	205·35	205·65	206·25
20	205·85	205·65	205·15	210·90	210·50	208·10	205·25	205·25	204·50	205·25	205·65	206·35
21	206·00	205·65	205·25	211·35	210·50	207·90	205·25	205·25	204·50	205·25	205·65	206·65
22	205·90	205·65	205·25	212·00	210·40	207·75	205·25	205·35	204·40	205·25	205·65	206·65
23	205·85	205·65	205·15	212·25	210·25	207·65	205·25	205·35	204·40	205·15	205·65	206·75
24	205·85	205·65	205·15	212·35	210·15	207·60	205·25	205·40	204·40	205·10	205·75	206·75
25	205·65	205·65	205·25	212·40	209·85	207·40	205·35	205·35	204·40	205·00	205·75	206·90
26	205·65	205·60	205·35	212·50	209·65	207·25	205·40	205·25	204·40	204·90	205·65	207·10
27	205·65	205·60	205·50	212·60	209·40	207·15	205·50	205·25	204·40	204·85	205·65	207·15
28	205·65	205·60	205·75	212·65	209·25	207·10	205·65	205·25	204·40	204·75	205·65	207·00
29	205·75	.....	205·75	212·75	209·00	207·00	205·75	205·25	204·40	204·75	205·65	206·75
30	205·75	.....	205·65	212·75	208·85	206·90	205·75	205·25	204·40	204·65	205·75	206·65
31	205·75	.....	205·65	.....	208·75	.....	205·65	205·15	.....	204·65	.....	206·60

Elevations of Gatineau River, at Chelsea, Que., during 1902.

Table No. 187.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	7Nov.	Dec.
1	206·50	205·60	205·15	209·75	211·15	209·65	208·50	206·35	205·35	204·50	206·15	207·25
2	206·50	205·60	205·35	209·90	211·25	209·75	208·40	206·25	205·25	204·50	206·10	207·00
3	206·50	205·60	205·50	210·15	211·40	209·75	208·40	206·25	205·25	204·50	206·10	206·85
4	206·40	205·50	205·40	210·40	211·50	209·85	208·40	206·25	205·15	204·40	206·10	206·60
5	206·35	205·50	520·40	210·85	211·85	209·90	208·35	206·15	205·10	204·40	206·10	206·40
6	206·35	205·60	205·35	210·75	211·90	210·00	208·25	206·15	205·00	204·40	206·10	206·25
7	206·15	205·60	205·35	210·65	211·90	210·00	208·15	206·10	204·90	204·40	206·10	206·35
8	206·15	205·50	205·35	210·60	211·85	210·00	208·10	206·10	204·85	204·50	206·35	206·40
9	206·10	205·50	205·35	210·40	211·75	210·00	208·00	206·10	204·75	204·50	206·40	206·60
10	206·00	205·50	205·40	210·35	211·65	210·00	207·90	206·10	204·65	204·60	206·60	206·65
11	205·90	205·60	205·50	210·35	211·60	210·00	207·85	206·10	204·55	204·60	206·65	206·85
12	205·85	205·60	205·60	210·35	211·40	210·00	207·75	206·00	204·55	204·65	206·65	206·90
13	205·75	205·60	205·75	210·40	211·25	209·90	207·65	206·00	204·55	204·65	206·75	207·00
14	205·75	205·50	206·10	210·40	211·00	209·90	207·60	205·90	204·65	204·65	206·75	206·85
15	205·65	205·50	206·15	210·40	210·85	209·90	207·50	205·90	204·75	204·65	206·85	206·65
16	205·65	205·50	206·15	210·50	210·90	209·75	207·40	205·85	204·75	204·85	206·85	206·50
17	205·65	205·50	207·00	210·50	210·50	209·65	207·35	205·85	204·75	205·00	206·85	206·25
18	205·65	205·50	207·10	210·40	210·25	209·65	207·35	205·75	204·75	205·15	206·85	206·25
19	205·65	205·50	207·15	210·35	209·90	209·40	207·35	205·75	204·85	205·25	207·00	206·15
20	205·65	205·40	207·15	210·35	209·90	209·25	207·35	205·65	204·85	205·25	207·10	206·10
21	205·65	205·35	207·35	210·25	209·60	209·15	207·15	205·65	204·85	205·35	207·15	206·00
22	205·65	205·25	207·40	210·35	209·40	209·10	207·15	205·60	204·75	205·35	207·25	206·00
23	205·65	205·15	207·90	210·40	209·25	208·90	207·15	205·60	204·65	205·40	207·10	206·00
24	205·65	205·15	207·85	210·40	209·15	208·85	207·15	205·60	204·65	205·50	207·40	206·00
25	205·65	205·15	207·90	210·40	209·15	208·75	207·10	205·60	204·60	205·50	207·40	206·00
26	205·60	205·15	208·00	210·50	209·35	208·65	207·00	205·50	204·60	205·60	207·50	206·00
27	205·60	205·15	208·00	210·65	210·15	208·60	207·00	205·50	204·60	205·65	207·60	206·00
28	205·60	205·15	208·15	210·65	209·40	208·60	206·90	205·50	204·50	205·75	207·65	206·00
29	205·60	.....	208·50	210·85	209·60	208·60	206·75	205·40	204·50	205·90	207·60	206·00
30	205·60	.....	208·75	210·85	209·70	208·50	206·60	205·40	204·50	206·00	207·40	205·90
31	205·60	.....	209·50	.....	209·65	.....	206·40	205·35	.....	206·10	.....	205·65

Elevations of Gatineau River, at Chelsea, Que., during 1903.

Table No. 188.

Day of the Month.	Jan	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	205·65	205·50	205·60	209·35	210·10	208·85	209·00	206·75	206·00	..	206·60	205·40
2	205·65	205·50	205·60	209·35	210·15	208·65	209·00	206·75	206·00	.	206·50	205·40
3	205·65	205·50	205·65	209·35	210·25	208·50	209·00	206·75	205·90	....	206·35	205·40
4	205·65	205·50	205·65	209·40	210·50	208·40	209·00	206·75	205·90	207·10	206·35	205·40
5	205·65	205·50	205·65	209·50	210·60	208·35	208·85	206·75	205·85	207·00	206·35	205·35
6	205·65	205·50	205·65	209·50	210·75	208·25	208·75	206·75	205·85	207·00	206·25	205·35
7	205·65	205·50	205·75	209·60	211·10	208·10	209·00	206·60	205·75	207·00	206·15	205·35
8	205·85	205·50	205·75	209·60	210·65	207·85	208·85	206·40	205·75	207·00	206·10	205·35
9	205·90	205·60	205·85	209·65	210·65	207·75	208·65	206·35	205·65	207·00	206·00	205·35
10	206·00	205·60	206·00	209·60	210·65	207·65	206·50	206·25	205·65	207·00	205·90	205·35
11	206·00	205·60	206·10	209·60	210·65	207·50	208·35	206·40	205·65	207·10	205·90	205·35
12	206·00	205·60	206·15	209·60	210·65	208·50	208·15	206·60	205·75	207·15	205·90	205·35
13	206·10	205·65	206·35	209·60	210·60	209·15	208·10	206·75	205·85	207·25	205·85	205·35
14	206·10	205·65	206·50	209·60	210·50	209·65	208·00	207·10	205·90	207·35	205·75	205·35
15	206·15	205·65	206·50	209·60	210·35	209·65	207·90	207·35	206·00	207·40	205·75	205·35
16	206·00	205·65	206·65	209·65	210·35	209·75	207·90	207·35	206·10	207·60	205·75	205·40
17	205·90	205·75	206·90	209·65	210·35	209·85	207·50	207·35	206·15	207·60	205·75	205·40
18	205·75	205·75	207·15	209·85	211·10	209·90	207·35	207·35	206·15	207·60	205·75	205·40
19	205·75	205·75	207·75	209·90	211·00	209·90	207·15	207·10	206·60	207·50	205·65	205·40
20	205·75	205·75	208·10	210·00	210·90	210·00	207·00	206·90	206·75	207·50	205·65	205·40
21	205·65	205·65	208·40	210·15	210·60	210·00	206·90	206·75	207·10	207·50	205·60	205·10
22	205·65	205·60	208·75	210·50	210·40	210·00	206·75	206·65	207·15	207·40	205·60	205·10
23	205·60	205·60	209·00	210·40	210·25	210·00	206·65	206·50	207·25	207·40	205·50	205·10
24	205·50	205·60	209·15	210·35	210·10	209·90	206·65	206·50	207·25	207·35	205·50	205·10
25	205·65	205·50	209·25	210·25	209·90	209·65	206·75	206·50	207·25	207·25	205·50	205·40
26	205·65	205·50	209·35	210·10	209·60	209·50	208·85	206·50	207·25	207·10	205·40	205·35
27	205·65	205·50	209·40	209·90	209·40	209·40	206·90	206·35	207·25	207·00	205·35	205·40
28	205·65	205·50	209·50	209·90	209·25	209·35	207·10	206·25	207·25	206·90	205·25	205·40
29	205·60	.....	209·40	209·90	209·15	209·15	207·10	206·15	207·15	206·75	205·40	205·40
30	205·60	.....	209·35	209·90	209·10	209·00	206·90	206·10	207·10	206·75	205·40	205·40
31	205·50	..	209·35	.....	208·90	.....	206·85	206·00	....	206·65	.....	205·50

Elevations of Gatineau River, at Chelsea, Que., during 1904.

Table No. 189.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	205·50	205·90	206·00	206·65	212·25	212·65	209·10	208·65	206·00	207·75	206·60	205·40
2	205·50	205·90	206·00	206·75	212·75	212·65	209·00	206·65	206·00	207·40	206·50	205·40
3	207·50	205·90	206·00	206·90	212·90	212·50	207·00	206·75	205·90	207·10	206·35	205·40
4	205·50	205·90	206·00	207·00	213·15	212·35	209·00	206·75	205·90	207·00	206·35	205·40
5	205·50	205·90	206·00	207·25	213·60	212·35	208·90	206·65	205·85	207·00	206·35	205·35
6	205·50	206·00	206·00	207·50	213·75	212·25	208·90	206·75	205·85	206·90	206·25	205·35
7	205·50	206·00	205·90	207·75	213·90	212·25	209·00	206·60	205·75	206·90	206·15	205·35
8	205·50	206·00	205·90	208·00	214·10	212·15	208·90	206·50	205·75	206·90	206·10	205·35
9	205·50	206·00	205·90	208·15	214·50	212·00	208·65	206·40	205·65	207·00	205·90	205·35
10	205·50	206·10	205·90	208·40	214·75	211·85	208·50	206·35	205·65	207·00	205·90	205·35
11	205·40	206·10	205·90	208·65	214·75	211·75	208·40	206·25	205·65	207·10	205·85	205·35
12	205·10	206·10	205·85	208·75	214·15	211·60	208·15	206·50	205·75	207·15	205·85	205·35
13	205·40	206·10	205·85	208·85	214·10	211·40	208·10	206·85	205·90	207·25	205·75	205·35
14	205·40	206·10	205·85	208·90	214·00	211·25	208·00	207·15	205·85	207·25	205·75	205·35
15	205·40	206·15	205·85	209·00	213·90	211·15	207·90	207·25	206·00	207·50	205·75	205·40
16	205·10	206·15	205·85	209·10	213·85	211·00	207·90	207·35	206·10	207·40	208·75	205·40
17	205·50	206·15	205·75	209·10	213·75	210·75	207·50	207·35	206·10	207·65	205·65	205·40
18	205·60	206·15	205·75	209·15	213·65	210·40	207·35	207·35	206·15	207·65	205·65	205·40
19	205·60	206·15	205·75	209·25	213·40	210·35	207·10	207·10	206·65	207·60	205·65	205·40
20	205·65	206·15	205·75	209·35	213·25	210·25	206·90	207·00	206·85	207·60	205·60	205·40
21	205·65	206·15	205·75	209·75	213·15	210·10	206·90	206·90	207·10	207·60	205·60	205·40
22	205·75	206·15	205·85	209·90	213·15	210·00	206·65	206·90	207·15	207·50	205·50	205·40
23	205·75	206·10	205·85	210·00	213·15	209·85	206·65	206·85	207·25	207·50	205·50	205·40
24	205·75	206·10	205·90	210·10	213·10	209·65	206·65	206·75	207·25	207·40	205·50	205·40
25	205·75	206·10	205·90	210·10	213·10	209·50	206·75	206·60	207·50	207·25	205·40	205·40
26	205·75	206·10	206·00	210·15	213·00	209·50	206·90	206·50	207·75	207·10	205·40	205·35
27	205·75	206·10	206·10	210·50	213·00	209·40	206·85	206·35	207·85	206·90	205·35	205·50
28	205·85	206·10	206·15	210·75	213·00	207·40	207·00	206·25	208·00	206·90	205·35	205·50
29	205·85	206·10	206·25	211·00	212·90	209·40	207·00	206·15	208·10	206·90	205·40	205·50
30	205·85	.....	206·35	211·25	212·85	209·35	207·00	206·10	208·00	206·65	205·40	205·60
31	205·85		206·50		212·75	.....	206·90	206·00	.....	206·60	.....	205·60

Elevations of Gatineau River, at Chelsea, Que., during 1905.

Table No. 190.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	205·60	205·85	206·00	206·65	207·65	210·25	207·10	206·10	204·85	204·75	206·20	205·15
2	205·60	205·85	205·90	206·75	208·25	210·25	206·90	206·10	204·85	204·80	206·05	205·10
3	205·60	205·85	205·90	206·85	208·50	210·15	206·75	206·10	204·85	204·80	205·90	205·10
4	205·60	205·85	206·00	207·00	209·25	210·00	206·60	206·00	204·85	204·85	205·85	205·25
5	205·60	205·85	206·00	207·00	209·50	209·90	206·40	205·90	204·85	204·90	205·85	205·25
6	205·60	205·90	206·00	206·60	209·60	209·65	206·40	205·85	204·85	204·90	205·75	205·25
7	205·60	205·90	205·90	206·65	209·75	209·35	206·35	205·75	204·75	204·90	205·75	205·25
8	205·60	205·90	205·90	206·90	209·90	209·00	206·25	205·65	204·90	204·90	205·65	205·25
9	205·60	205·90	205·90	207·10	210·15	208·90	206·15	205·15	204·75	204·95	205·75	205·25
10	205·60	205·90	206·00	206·50	210·25	208·65	206·10	205·10	204·75	205·00	205·65	205·30
11	205·40	206·15	205·90	206·65	210·25	208·40	206·10	204·90	204·65	205·05	205·65	205·25
12	205·40	206·10	205·85	206·60	210·40	208·40	206·25	204·85	204·65	205·15	205·65	205·25
13	205·40	206·10	205·85	206·65	210·60	208·15	206·65	204·75	204·65	205·20	205·60	205·15
14	205·50	206·10	205·85	206·75	210·85	208·15	206·65	204·95	204·75	205·25	205·55	205·15
15	205·50	206·15	205·85	206·90	211·25	208·15	206·75	205·25	204·75	205·30	205·50	205·15
16	205·50	206·15	205·85	206·75	211·25	208·10	206·75	205·35	204·75	205·45	205·50	205·15
17	205·50	206·15	205·85	206·65	211·35	208·00	206·65	205·35	204·75	205·65	205·50	205·10
18	205·60	206·15	205·85	206·75	211·35	208·00	206·65	205·35	204·75	205·45	205·40	205·10
19	205·60	206·15	205·85	206·85	211·35	207·90	206·65	205·35	204·75	205·55	205·40	205·10
20	205·65	206·15	205·85	206·85	211·35	208·15	206·75	205·35	204·75	205·75	205·40	205·00
21	205·65	206·15	205·85	206·75	211·35	208·10	206·75	205·25	204·75	205·85	205·35	204·95
22	205·75	206·10	205·90	206·65	211·25	208·00	206·75	205·15	204·75	205·95	205·25	204·95
23	205·75	206·10	205·90	206·60	211·25	208·00	206·75	205·05	204·65	206·15	205·15	204·95
24	205·75	206·10	206·00	206·85	211·15	207·90	206·75	204·95	204·65	206·35	205·15	204·90
25	205·75	206·10	206·10	207·10	211·10	207·85	206·75	204·95	204·65	206·55	205·10	204·90
26	205·75	206·10	206·15	207·15	211·00	207·75	206·35	204·95	204·65	206·65	205·25	204·85
27	205·75	206·10	205·85	207·00	210·85	207·65	206·25	204·95	204·75	206·65	205·25	204·85
28	205·90	206·10	205·65	206·75	210·75	207·50	206·15	204·85	204·75	206·65	205·20	204·85
29	205·90		206·25	207·00	210·75	207·35	206·10	204·85	204·75	206·65	205·25	204·85
30	205·90		206·35	207·00	210·65	207·15	206·10	204·85	204·75	206·25	205·05	204·85
31	205·90		206·50	207·00	210·25		206·10	204·85		206·25	.....	.....

SESSIONAL PAPER No. 19a

Elevations of Gatineau River, at Chelsea Que., during 1906.

Table No. 191.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	204·85	206·85	205·60	205·45	209·15	209·65	207·85	204·85	204·60	204·65	205·15	204·70
2	204·90	206·85	205·55	205·40	209·15	209·45	207·55	204·85	204·65	204·65	205·05	204·70
3	205·00	206·85	205·50	205·45	209·35	209·15	207·35	204·75	204·65	204·65	204·95	205·05
4	205·00	206·75	205·40	.....	209·60	208·95	207·25	204·75	204·65	204·65	205·05	205·15
5	205·90	206·85	205·35	205·60	209·85	208·95	207·15	204·65	204·65	204·65	204·85	205·15
6	205·90	206·70	205·30	205·80	210·00	209·15	207·05	204·65	204·75	204·55	204·90	205·25
7	205·95	206·65	205·35	205·95	210·10	209·25	206·85	204·65	204·85	204·55	204·90	205·25
8	205·05	206·75	205·25	206·00	210·10	209·85	206·75	204·75	204·85	204·55	204·85	205·25
9	205·10	206·60	205·15	205·90	210·35	209·65	206·65	204·75	204·85	204·65	204·75	205·30
10	205·25	206·40	205·15	205·85	210·40	209·65	206·55	204·75	204·90	204·65	204·75	205·45
11	205·25	206·30	205·20	205·75	210·35	209·55	206·15	204·85	204·90	204·70	204·65	205·55
12	205·25	206·15	205·25	205·75	210·25	209·45	205·95	204·85	204·90	204·75	204·65	205·65
13	205·15	206·10	205·20	205·65	210·35	209·45	205·65	204·85	204·90	204·75	204·65	205·85
14	205·15	206·00	205·15	205·75	210·40	209·45	205·55	204·85	204·90	204·75	204·65	205·85
15	205·10	205·95	205·20	206·25	210·50	209·45	205·35	204·85	204·85	204·80	204·65	205·75
16	205·00	205·85	205·15	206·30	210·65	209·35	205·25	204·75	204·85	204·85	204·65	205·25
17	205·00	205·95	205·15	206·50	210·60	209·15	205·15	204·65	204·65	204·90	204·65	205·65
18	204·90	205·65	205·15	206·60	210·60	208·95	205·15	204·55	204·65	204·95	204·65	204·65
19	205·00	205·75	205·10	207·00	210·65	208·85	205·15	204·55	204·65	205·00	204·65	205·65
20	204·95	205·40	205·10	207·30	210·65	208·75	205·05	204·55	204·65	205·05	204·65	205·65
21	206·00	205·50	205·10	208·00	210·55	208·55	205·05	204·55	204·65	205·05	204·65	205·65
22	206·00	205·70	205·10	208·40	210·65	208·45	204·95	204·55	204·65	205·05	204·65	205·65
23	206·35	205·55	205·10	208·75	210·85	208·35	204·95	204·55	204·65	204·95	204·65	205·65
24	206·60	205·45	205·10	209·00	210·85	208·45	204·95	204·55	204·65	205·25	204·65	205·65
25	206·40	205·45	205·05	209·30	210·75	208·15	204·95	204·55	204·65	205·25	204·65	205·65
26	206·20	205·65	205·00	209·30	210·75	208·15	204·95	204·55	204·65	205·25	204·65	205·65
27	206·15	205·55	206·30	209·35	210·45	208·15	204·85	204·60	204·65	205·35	204·65	205·65
28	206·25	205·50	205·85	209·35	210·45	208·05	204·85	204·60	204·65	205·35	204·70	205·40
29	206·35	.....	205·50	209·25	210·15	208·05	204·85	204·60	204·65	205·40	204·70	205·35
30	206·50	.....	205·35	209·20	209·95	207·95	204·85	204·60	204·65	205·35	204·70	205·35
31	206·75	.....	205·55	.....	209·85	.....	204·95	204·60	.....	205·25	.....	205·10

Elevations of Gatineau River, at Chelsea, Que., during 1907.

Table No. 192.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	205·00	.	205·80	206·00	207·65	210·75	209·65	207·65	206·25	206·35	206·25	206·50
2	205·00	.....	205·80	205·90	209·10	210·75	209·60	207·60	206·25	206·25	206·25	206·50
3	208·00	. . .	205·80	205·90	209·10	210·65	209·50	207·60	206·25	206·25	206·25	206·50
4	205·00	.	205·40	205·85	209·15	210·65	209·40	207·50	206·25	206·25	206·15	206·50
5	205·00	. .	205·35	205·85	209·25	210·65	209·40	207·50	206·35	206·25	206·15	206·55
6	205·00	. . .	205·35	205·85	209·40	210·65	209·35	207·40	206·35	206·25	206·15	206·55
7	205·00	205·15	205·30	205·75	209·50	210·60	209·25	207·35	206·35	206·25	206·15	206·55
8	205·00	205·15	205·30	205·75	209·80	210·60	209·10	207·15	206·40	206·25	206·15	206·55
9	205·00	205·15	205·25	205·65	209·80	210·60	209·00	207·10	206·40	206·25	206·15	206·55
10	205·00	205·15	205·25	205·65	209·80	210·60	208·90	206·90	206·35	206·25	206·15	206·55
11	204·90	205·15	205·30	205·60	210·00	210·50	208·90	206·75	206·35	206·25	206·15	206·55
12	204·90	205·50	205·35	205·40	210·10	210·50	208·85	206·60	206·35	206·25	206·15	206·50
13	204·85	205·50	205·35	205·60	210·15	210·15	208·75	206·40	206·35	206·25	206·15	206·50
14	204·90	205·50	205·35	205·75	210·25	210·45	208·65	206·40	206·35	206·25	206·15	206·50
15	204·90	205·50	205·40	205·90	210·35	210·40	208·60	206·40	206·35	206·25	206·15	206·50
16	205·00	205·50	205·40	206·15	210·15	210·40	208·50	206·40	206·35	206·25	206·15	206·50
17	205·00	205·55	205·40	206·25	210·40	210·40	208·50	206·40	206·25	206·25	206·15	206·50
18	205·10	205·35	205·45	206·15	210·50	210·45	208·50	206·40	206·25	206·35	206·15	206·50
19	205·15	205·35	205·50	206·15	210·65	210·40	208·40	206·40	206·25	206·35	206·15	206·50
20	205·25	205·35	205·55	206·50	210·85	210·35	208·40	206·40	206·25	206·35	206·15	206·45
21	205·35	205·35	205·60	206·50	211·00	210·25	208·35	206·40	206·25	206·35	206·15	206·45
22	205·10	205·35	205·60	206·60	212·15	210·25	208·25	206·35	206·25	206·35	206·10	206·45
23	205·25	205·35	205·60	206·60	212·65	210·25	208·10	206·35	206·25	206·35	206·10	206·15
24	. .	205·35	205·65	206·65	212·65	210·15	208·00	206·35	206·25	206·35	206·10	206·40
25	. .	205·25	205·85	206·65	212·85	210·10	207·90	206·25	206·25	206·35	206·00	206·40
26	. .	205·25	206·00	206·75	211·90	209·90	207·85	206·35	206·25	206·35	206·00	206·40
27	. .	205·30	206·10	206·85	211·90	209·85	207·85	206·35	206·35	206·35	206·00	206·40
28	. .	205·35	206·00	207·00	211·60	209·85	207·85	206·35	206·35	206·35	206·00	206·40
29	. .	.	206·00	207·10	211·60	209·85	207·75	206·35	206·35	206·35	206·00	206·40
30	. .	.	206·00	207·35	211·00	209·75	207·65	206·25	206·35	206·35	205·90	206·40
31	. . .	. .	206·00	. .	211·00	.	207·65	206·25	. .	206·35	....	206·50

Elevations of Gatineau River, at Chelsea, Que., during 1908.

Table No. 193.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	206·50	206·75	208·40	209·60	212·60	213·65	208·00	206·15	.....	203·95	204·40	204·85
2	206·50	206·80	208·40	209·60	212·65	213·95	207·90	206·00	.....	203·95	204·40	204·90
3	206·50	206·80	208·50	209·65	212·65	213·85	207·90	205·35	.....	204·00	204·40	205·00
4	206·55	206·85	208·50	209·65	212·70	213·65	207·90	205·75	....	204·00	204·40	205·15
5	206·55	206·85	208·50	209·75	212·75	213·95	207·85	205·50	.....	204·20	204·50	205·35
6	206·50	206·85	208·60	209·85	212·85	213·65	207·85	205·35	.....	204·20	204·50	205·50
7	206·50	206·85	208·60	210·00	213·15	213·55	207·65	205·00	204·30	204·20	204·50	205·70
8	206·60	206·90	208·60	210·10	213·55	212·95	207·60	204·90	204·30	204·20	204·50	205·75
9	206·60	206·90	208·60	210·25	213·65	212·65	207·60	204·75	204·30	204·20	204·50	205·90
10	206·60	206·90	208·60	210·40	213·55	212·25	207·50	204·75	204·30	204·20	204·50	206·00
11	206·60	206·90	208·60	210·60	214·05	211·95	207·40	204·75	204·30	204·20	204·60	206·00
12	206·60	207·00	208·65	210·60	214·45	211·65	207·15	204·75	204·30	204·20	204·60	206·00
13	206·60	207·00	208·65	210·65	214·25	211·15	207·10	204·75	204·30	204·20	204·60	205·90
14	206·65	207·10	208·65	210·85	214·50	211·65	207·00	204·75	204·30	204·20	204·60	205·75
15	206·65	207·10	208·75	210·90	214·70	211·55	207·00	204·75	204·30	204·20	204·70	205·75
16	206·65	207·15	208·75	211·10	214·85	211·25	207·00	204·75	204·30	204·20	204·70	205·75
17	206·65	207·25	208·75	211·25	214·90	210·85	207·00	204·75	204·30	204·20	204·70	205·65
18	206·65	207·40	208·85	211·25	214·95	210·55	207·00	204·75	204·30	204·20	204·75	205·65
19	206·65	207·50	208·85	211·40	214·95	210·35	207·00	204·75	204·30	204·20	204·75	205·65
20	206·65	207·60	208·85	211·60	214·95	210·05	207·00	204·75	204·30	204·25	204·75	205·60
21	206·65	207·60	208·85	211·65	214·95	209·75	207·00	204·75	204·25	204·25	204·85	205·60
22	206·65	207·60	208·85	211·75	214·90	209·65	206·90	204·75	204·25	204·25	204·85	205·60
23	206·65	207·75	208·90	211·85	214·85	209·65	206·90	204·75	204·25	204·25	204·85	205·60
24	206·65	207·75	208·90	211·90	215·05	209·65	206·90	.....	204·25	204·25	204·85	205·60
25	206·65	207·85	208·90	212·00	215·05	209·55	206·90	.....	204·20	204·35	204·85	205·60
26	206·70	208·00	208·90	212·15	215·05	209·45	206·90	.....	204·20	204·35	204·85	205·50
27	206·70	208·15	208·90	212·35	214·95	209·15	206·75	.....	204·20	204·35	204·85	205·50
28	206·75	208·25	209·00	212·60	214·85	208·85	206·75	.....	204·20	204·35	204·85	205·40
29	206·75	.....	209·00	212·60	214·65	.....	206·65	....	204·20	204·35	204·90	205·40
30	206·75	.....	209·15	212·60	214·05	.....	206·50	...	203·95	204·35	204·95	205·40
31	206·75	.....	209·40	.....	213·85	.....	206·35	.....	.....	204·35	.....	205·40

Elevations of Gatineau River, at Chelsea, Que., during 1909.

Table No. 194.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	205·35	204·65	204·00	207·65	211·85	215·55	208·65	210·95	206·65	207·65	206·25	206·25
2	205·35	204·65	204·00	207·65	212·05	215·25	208·65	210·65	206·65	207·65	206·15	206·25
3	205·35	204·65	204·00	207·65	211·95	215·00	208·65	210·50	206·65	207·65	206·05	206·25
4	205·35	204·60	204·00	207·65	212·00	214·60	208·65	210·15	206·65	207·65	205·95	206·25
5	205·35	204·50	204·00	207·95	211·85	214·00	208·25	210·00	206·85	207·65	205·90	206·25
6	205·35	.....	204·00	208·45	211·75	212·75	208·15	209·65	206·95	207·95	205·75	206·35
7	205·35	.....	204·00	208·85	211·75	213·45	208·15	209·45	207·25	208·15	205·65	206·35
8	205·25	204·50	204·00	209·55	211·85	212·80	208·05	209·10	207·40	207·85	205·65	206·45
9	205·25	204·40	204·00	210·05	211·85	211·75	208·05	208·80	207·45	207·85	205·65	206·65
10	205·25	204·40	204·00	209·75	212·05	212·15	207·85	208·90	207·60	207·75	205·65	206·65
11	205·25	204·35	204·00	211·15	212·85	211·65	207·65	208·45	207·45	207·65	205·65	206·65
12	205·25	204·35	204·00	210·75	213·25	211·35	207·45	208·35	207·40	207·45	205·65	206·65
13	205·25	204·35	204·00	212·35	213·50	210·75	207·35	208·35	207·35	207·35	205·65	206·65
14	205·15	204·25	204·00	212·65	213·80	210·65	207·25	208·35	207·35	207·25	205·65	206·65
15	205·15	204·25	204·00	213·45	214·00	210·25	207·25	208·30	207·45	207·05	205·65	206·65
16	205·05	204·25	.....	213·65	214·35	209·85	207·25	208·30	207·55	207·05	205·75	206·45
17	205·00	204·25	.....	213·95	214·75	209·85	207·45	208·35	207·65	207·00	205·75	206·45
18	205·00	204·25	.....	.....	214·90	209·85	207·55	208·30	207·95	207·25	205·75	206·45
19	204·90	204·15	.....	213·95	215·20	209·65	207·65	208·25	208·25	207·15	205·75	206·35
20	204·90	204·15	.....	213·85	215·20	209·65	207·55	208·20	208·15	207·20	205·85	206·35
21	204·85	204·10	.....	213·85	215·60	209·75	208·15	208·15	208·15	207·25	205·95	206·35
22	204·85	204·10	.....	213·95	215·65	209·65	207·65	208·15	208·25	207·25	206·05	206·30
23	204·85	204·10	.....	213·45	216·10	209·65	207·60	207·95	208·15	207·25	206·15	206·30
24	204·85	204·10	.....	213·35	216·20	209·65	207·95	207·85	208·15	207·25	206·15	206·25
25	204·75	204·10	.....	213·15	216·25	209·65	208·35	207·65	207·98	206·95	206·25	206·25
26	204·65	204·10	.....	213·05	216·35	209·65	209·15	207·55	207·65	206·65	206·15	206·25
27	204·75	204·00	.....	211·65	216·30	209·15	210·20	207·55	207·65	206·65	206·25	206·25
28	204·75	204·00	.....	211·65	216·30	209·05	210·80	207·25	207·65	206·55	206·25	206·05
29	204·65	.....	.....	211·75	216·20	209·05	211·35	207·00	207·65	206·45	206·25	205·90
30	204·65	.....	.....	211·85	215·95	.....	210·65	206·65	207·55	206·35	206·25	205·90
31	204·65	.....	.....	.....	216·15	.....	211·30	206·65	.....	206·25	.....	205·85

SESSIONAL PAPER No. 19a

ELEVATIONS of Gatineau River, at Chelsea, Que., during 1910.

TABLE No. 195.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	205·85	205·65	205·05									
2	205·85	205·65	205·05									
3	205·75	205·65	204·95									
4	205·65	205·65	204·95									
5	205·45	205·65	204·95									
6	205·45	205·65	205·00									
7	205·45	205·65	205·05									
8	205·35	205·65	205·35									
9	205·35	205·65	205·25									
10	205·35	205·65	205·25									
11	205·35	205·65	205·35									
12	205·35	205·55	205·35									
13	205·25	205·50	205·35									
14	205·25	205·25	205·35									
15	205·25	205·15	205·35									
16	205·25	205·05	205·45									
17	205·25	205·05	205·35									
18	205·25	205·10	205·35									
19	205·25	205·05	205·45									
20	205·25	205·05	205·55									
21	205·25	205·05	205·55									
22		205·05	206·25									
23	205·55	205·05	206·35									
24	205·55	205·05	206·45									
25	205·65	205·05	206·55									
26	205·65	205·05	207·05									
27	205·70	205·05	207·45									
28	205·75	205·00	208·15									
29	205·75	.....	208·25									
30	205·75	.....	208·45									
31	205·65	.....	208·65									

ELEVATIONS of Ottawa River, at East Templeton Light House, Ont., during 1905.

TABLE No. 196.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						136·15	131·95	130·65	128·15	129·05	130·75	
2						135·85	131·75	130·65	128·15	129·05	130·65	
3						135·55	131·35	130·55	128·15	128·95	130·75	
4						135·45	131·35	.....	128·15	128·95	130·85	
5						135·15	131·15	130·65	128·15	128·85	130·75	
6						135·05	131·05	130·55	128·15	128·75	130·65	
7						134·95	130·85	130·45	128·15	128·45	130·55	
8					134·55	134·75	130·65	130·35	128·15	128·35	130·65	
9					135·35	134·65	130·35	130·15	128·05	128·55	130·75	
10					135·85	134·65	130·25	129·75	128·15	128·85	130·65	
11					136·35	134·55	130·35	129·65	128·15	129·05	130·45	
12					136·75	134·45	130·55	129·55	128·15	128·95	130·15	
13					137·05	134·45	130·55	129·45	128·15	128·85	130·15	
14					137·15	134·45	.....	129·55	128·25	129·05	130·05	
15					137·35	134·25	130·65	129·65	128·25	129·15	130·15	
16					137·35	134·25	130·65	129·55	128·35	129·15	130·05	
17					137·25	134·25	130·55	129·45	128·35	129·25	129·95	
18					137·45	134·25	130·55	129·35	128·55	129·25	129·95	
19					137·45	134·15	130·65	129·25	128·65	129·35	129·85	
20					137·55	134·15	130·65	129·15	128·95	129·35	129·75	
21					137·55	133·95	130·55	129·15	129·15	129·45	129·35	
22					137·75	133·95	130·65	128·95	129·35	129·55	129·45	
23					137·65	133·15	130·55	128·95	129·35	129·75	129·45	
24					137·65	133·15	130·45	128·95	129·25	129·85	129·35	
25					137·45	133·25	130·35	128·85	129·35	129·95	129·45	
26					137·15	133·15	130·25	128·85	129·35	130·05	129·55	
27					136·75	132·95	130·35	128·75	129·25	130·05	129·65	
28					136·45	132·75	130·35	128·65	129·15	130·25	129·55	
29					136·35	132·35	130·45	128·55	129·15	130·35	129·45	
30					136·25	132·25	130·55	128·45	129·15	130·65	129·55	
31					136·15	.....	130·55	128·25	.....	130·85	.....	

ELEVATIONS of Ottawa River at East Templeton Light House, Ont., during 1906.

TABLE No. 197.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1		132·45	131·75	130·45	125·85	137·85	135·95	130·55	128·95	128·55	128·35	128·25
2		132·45	131·75	130·55	135·85	137·75	135·85	130·45	128·75	128·65	128·35	128·25
3		132·35	131·75	130·55	136·15	137·65	135·55	130·35	128·65	128·55	128·35	128·35
4		132·35	131·65	130·55	136·35	137·25	135·35	130·25	128·35	128·65	128·65	128·35
5		132·35	131·35	130·65	136·55	137·15	135·15	130·15	128·25	128·75	128·55	128·45
6		132·35	131·25	130·75	136·75	137·15	134·95	130·15	128·15	128·75	128·55	128·45
7		132·25	131·15	130·75	136·85	137·85	134·75	130·15	128·15	128·65	128·45	128·45
8		132·25	131·05	130·85	137·05	137·95	134·35	130·15	128·15	128·35	128·45	128·35
9		132·25	131·05	130·85	137·05	138·45	134·15	130·05	128·20	128·35	128·35	128·15
10		132·25	131·15	130·85	137·45	138·05	133·95	130·05	128·05	128·25	128·35	128·15
11		132·05	130·95	131·05	138·05	137·95	133·75	129·95	128·05	128·25	128·25	128·25
12		131·95	130·85	131·05	138·35	137·85	133·65	129·95	128·05	128·15	128·15	128·25
13		131·75	130·75	131·35	138·35	137·85	133·45	129·85	128·05	128·15	128·15	128·15
14	129·25	131·35	130·65	131·65	138·55	137·85	133·15	129·75	128·05	128·25	128·15	128·25
15	129·25	131·15	130·65	131·75	138·75	137·85	132·95	129·75	128·05	128·25	128·15	128·25
16	129·25	130·95	130·65	131·85	138·85	137·75	132·55	129·75	128·05	128·25	128·05	128·35
17	129·35	130·85	130·55	132·25	138·95	137·65	132·35	129·65	128·05	128·15	128·05	128·35
18	129·35	130·75	130·55	132·45	139·05	137·65	132·15	129·65	128·05	128·05	128·15	128·45
19	129·35	130·75	130·45	132·65	139·15	137·55	131·95	129·55	128·00	128·55	128·25	128·45
20	129·35	130·65	130·45	133·15	139·15	137·35	131·75	129·45	128·00	128·45	128·35	128·45
21	129·45	130·65	130·35	133·45	139·05	137·25	131·75	129·45	128·00	128·35	128·25	128·35
22	129·55	130·75	130·35	133·95	139·05	137·15	131·45	129·45	128·00	128·25	128·15	128·35
23	129·75	130·75	130·35	134·45	139·05	137·05	131·35	129·35	128·05	128·15	128·05	128·35
24	130·15	130·85	130·25	135·15	138·95	136·95	131·25	129·35	128·15	128·05	128·05	128·45
25	131·35	130·95	130·35	135·35	138·85	136·85	131·05	129·25	128·25	128·05	128·05	128·45
26	131·85	131·25	130·25	135·55	138·75	138·85	131·05	129·35	128·35	128·05	128·15	128·45
27	131·95	131·35	130·35	135·75	138·65	138·75	130·95	129·25	128·45	128·05	128·25	128·45
28	132·65	131·65	130·35	135·85	138·55	138·55	130·85	129·15	128·55	128·15	128·25	128·55
29	132·55		130·35	135·85	138·15	138·45	130·75	129·05	128·55	128·15	128·15	128·55
30	132·55		130·45	135·75	138·25	138·35	130·65	129·05	128·55	128·25	128·15	128·55
31	132·45		130·15		138·05		130·55	128·95		128·25		128·55

ELEVATIONS of Rivière du Lièvre, at Dufferin Falls, Buckingham, Que, during 1905.

TABLE No. 198.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					390·00	390·60	388·30	388·80	387·80			
2					390·10	390·50		388·80	387·80	388·70	389·40	
3					390·30	390·30	388·10	388·80		388·70	389·40	
4					390·50		388·00	388·70	387·40	388·70	389·40	
5					390·80	390·00	387·90	388·70	387·30	388·60		
6					391·00	389·90	387·80		387·20	388·50	389·30	
7						389·80	388·10	388·50	387·10	388·40	389·30	
8					391·10	389·70	388·60	388·50	387·0		389·30	
9					391·20	389·60		388·30	387·00	388·30	389·30	
10					391·60	389·50	388·60	388·20		388·30	389·20	
11					391·90		388·60	388·20	387·00	388·50	389·20	
12					392·00	389·50	388·70	388·30	387·00	388·60		
13					392·20	389·40	388·70		386·80	388·70		
14						389·30	388·70	388·10	386·70	388·70		
15					392·20	389·30	388·70	388·10	386·70			
16					392·20	389·20		388·20	386·70	388·80		
17				389·40	392·10	389·10	388·80	388·20		388·90		
18				389·50	392·10		388·90	388·10	388·50	389·00		
19				389·50	392·00	389·00	389·10	388·10	388·50	389·10		
20				389·40	392·00	389·00	389·10		388·20	389·20		
21				389·40		388·90	389·00	388·00	388·60	389·30		
22				389·40	391·80	388·90	389·00	388·00	388·80			
23					391·70	388·80		387·90	388·80	389·40		
24				389·30	391·70	388·80	388·90	387·90		389·50		
25				389·10	391·50		388·90	387·90	388·80	389·60		
26				389·00	391·40	388·70	388·80	387·80	388·80	389·70		
27				388·90		388·60	388·80		388·80	389·60		
28				389·60	391·20	388·50	388·80	387·80	388·80	389·50		
29				389·80	391·00	388·50	388·80	387·80	388·80			
30					390·90	388·40		387·80	388·70	389·50		
31					390·80		388·80	387·80		389·50		

SESSIONAL PAPER No. 19a

ELEVATIONS of Rivière du Lièvre, at Dufferin Falls, Buckingham, Que. during 1906.

TABLE No. 199.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						390·20		387·90	386·90	388·30	388·90	387·90
2						390·00	388·60	387·90		388·30	388·80	
3							388·50	387·90	386·90	388·20	388·70	
4						389·90	388·40	387·90	386·90	388·20		
5						390·00	388·30		386·80	388·20	388·60	
6						390·20	388·10		386·80	388·10	388·60	
7						390·30	388·00		387·10		388·60	
8						391·40			387·00	388·40	388·50	
9						390·90	388·10			388·60	388·50	
10							388·20		386·90	388·80	388·50	
11						390·60	388·10		386·80	389·00		
12						390·40	388·10		388·50	388·80	388·60	
13						390·40	388·00	387·40	388·40	388·80	388·70	
14					390·80	390·30	387·80	387·40	388·40		388·70	
15					390·80	390·20		387·20	388·40	388·80	388·60	
16					390·80	390·00	387·70	387·10		388·90	388·60	
17					390·80		387·50	387·00	388·40	389·20	388·40	
18					390·80	389·90	387·40	387·00	388·30	389·40		
19					390·80	389·70	387·20	387·00	388·40	389·30	388·20	
20						389·60	388·00		388·50	389·20	388·20	
21					390·80	389·50	388·50	387·00	388·60		388·10	
22					390·80	389·40		387·00	388·60		388·10	
23					390·80	389·20	387·70	387·00			388·00	
24					390·80		387·80	387·00	388·60		387·90	
25					390·80	389·00	388·00	387·00	388·50			
26					390·80	388·90	388·10		388·50		388·00	
27						388·90	388·70	387·00	388·40		388·00	
28					390·60	388·80	388·90	387·00	388·30		387·90	
29					390·50	388·80		387·00	388·30	389·00	387·90	
30					390·40	388·70	387·70	386·90		389·00	387·90	
31					390·30		387·70	386·90		388·90		

ELEVATIONS of Ottawa River, at Papineauville, Que., during 1906.

TABLE No. 200.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					134·15	135·55	134·05	129·70	128·05	127·05	127·90	128·40
2					134·05	135·45	133·80	129·65	127·95	127·05	127·80	128·45
3					134·20	135·20	133·55	129·65	127·90	127·15	127·80	128·45
4					134·45	134·95	133·40	129·55	127·80	127·15	127·70	128·45
5					134·55	134·90	133·20	129·55	127·70	127·20	127·70	128·40
6					134·70	134·90	133·05	129·55	127·65	127·30	127·70	128·30
7					134·90	135·00	132·80	129·45	127·55	127·30	127·70	128·30
8					135·05	136·00	132·65	129·40	127·45	127·30	127·70	128·30
9					135·20	136·30	132·45	129·30	127·40	127·30	127·70	128·40
10					135·45	135·95	132·30	129·30	127·40	127·40	127·80	128·40
11					135·65	135·80	132·05	129·20	127·45	127·45	127·90	128·40
12					135·80	135·70	131·95	129·15	127·45	127·55	127·90	128·30
13					136·05	135·65	131·80	129·05	127·55	127·55	127·80	128·30
14					136·20	135·55	131·55	129·05	127·55	127·65	127·80	128·20
15					136·30	135·55	131·30	128·95	127·55	127·65	127·70	128·15
16					136·30	135·55	131·15	128·95	127·45	127·70	127·70	128·05
17					136·40	135·45	130·95	128·90	127·30	127·80	127·70	128·05
18					136·40	135·40	130·90	128·80	127·20	127·80	127·65	127·95
19					136·45	135·30	130·80	128·70	127·20	127·90	127·65	127·95
20					136·55	135·20	130·70	128·70	127·15	127·90	127·70	127·95
21					136·45	136·15	130·55	128·70	127·15	127·95	127·80	128·05
22					136·30	135·05	130·40	128·65	127·05	127·95	127·90	128·05
23					136·30	135·00	130·30	128·55	127·05	127·95	127·95	127·95
24					136·30	134·80	130·20	128·65	126·95	127·90	128·05	127·95
25					136·20	134·70	130·15	128·65	126·95	127·90	128·05	127·90
26					136·15	134·65	130·05	128·55	126·95	122·80	128·05	127·80
27					136·05	134·55	129·90	128·45	127·05	127·80	128·15	127·80
28					135·90	134·40	129·80	128·40	127·05	127·95	128·20	127·80
29					135·80	134·30	129·70	128·30	127·05	127·95	128·30	127·80
30					135·70	134·20	129·70	128·20	127·15	127·95	128·40	127·80
31					135·65		129·70	128·15		127·90		127·80

Elevations of Rouge River, at Table Falls, Que., during 1905.

Table No. 201.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1					363·40	361·40	360·15	360·10	359·55	360·00	360·45	
2					363·35	361·10	360·05	360·10	359·50	360·00	360·40	
3					363·10	361·05	360·00	360·00	359·50	359·95	360·35	
4					362·90	361·05	360·10	359·95	359·55	359·90	360·30	
5					362·80	361·10	360·10	359·95	359·55	359·85	360·20	
6					362·80	361·05	360·00	359·90	359·60	359·90	360·20	
7					363·20	361·00	360·00	359·90	359·60	359·90	360·20	
8					363·20	360·00	360·05	359·90	359·65	359·95	360·15	
9					363·20	360·90	360·05	359·95	359·65	360·00	360·15	
10					363·30	360·80	360·20	360·00	359·65	360·00	360·15	
11					363·40	360·80	360·20	360·00	359·65	360·20	360·15	
12					363·40	360·90	360·10	360·00	359·60	360·10	360·20	
13					363·35	360·95	360·45	360·00	359·60	360·30	360·20	
14				361·75	363·30	361·00	360·80	360·00	359·55	360·50	360·20	
15				361·80	363·30	360·90	360·85	359·95	359·50	360·50	360·20	
16				361·80	363·10	360·80	360·80	359·95	359·50	360·50		
17				361·75	363·00		360·75	359·90	359·55	360·15		
18				361·50	362·70	360·80	360·60	359·90	359·70	360·35		
19				361·45	362·50	360·80	360·60	359·90	360·30	360·45		
20				361·30	362·20	361·00	360·50	359·85	360·50	360·80		
21				361·30	362·10	360·90	360·45	359·80	360·40	361·10		
22				361·30	361·90	360·80	360·40	359·80	360·45	361·25		
23				361·20	361·75	360·60	360·35	359·75	360·35	361·20		
24				361·10	361·60	360·50	360·30	359·75	360·30	361·15		
25				361·10	361·40	360·40	360·25	359·70	360·30	361·00		
26				361·15	361·25	360·35	360·20	359·70	360·25	360·90		
27				361·30	361·20	360·30	360·15	359·70	360·20	360·80		
28				361·65	361·15	360·40	360·10	359·65	360·15	360·70		
29				361·80	361·10	360·30	360·10	359·60	360·10	360·65		
30				362·80	361·10	360·20	360·10	359·60	360·05	360·60		
31					361·05		360·10	359·60		360·50		

Elevations of Rouge River, at Table Falls, Que., during 1906.

Table No. 202.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						361·10	360·60	359·80	359·90	358·35	360·25	359·65
2						361·00	360·55	359·80	359·80	358·25	360·25	360·25
3						360·80	360·50	359·75	359·75	358·30	360·25	360·25
4						360·90	360·45	359·75	359·60	358·30	360·20	360·20
5						361·00	360·40	359·75	359·60	358·35	360·20	360·15
6						361·40	360·35	359·75	359·55	358·40	360·15	360·15
7						361·60	360·30	359·75	359·50	358·90	360·15	360·10
8						362·00	360·20	359·75	359·35	359·20	360·10	360·05
9						362·20	360·15	359·75	359·30	359·60	360·10	360·00
10						362·80	360·00	359·75	359·25	359·90	360·10	359·90
11						363·00	359·90	359·70	359·20	360·10	360·05	359·75
12						362·80	359·80	359·70	359·20	360·20	360·05	359·70
13						362·70	359·70	359·65	359·15	360·25	360·05	359·65
14					361·80	362·65	360·00	359·60	359·10	360·25	360·00	359·50
15					361·70	362·50	360·10	359·55	359·05	360·20	359·95	359·55
16					361·65	362·40	360·05	359·50	359·05	360·20	359·95	359·65
17					361·60	362·20	360·05	359·50	359·00	360·20	359·90	359·70
18					361·50	361·80	360·00	359·45	358·90	360·20	359·85	359·70
19					362·55	361·75	359·95	360·40	358·85	360·15	359·80	359·70
20					362·60	361·65	359·90	360·40	358·80	360·15	359·75	359·70
21					362·30	361·50	359·85	360·35	358·80	360·15	359·80	359·70
22					362·10	361·35	359·85	360·30	358·75	360·15	359·85	359·65
23					361·80	361·20	359·85	360·30	358·75	360·20	359·90	359·65
24					361·70	361·10	359·85	360·25	358·75	360·20	360·00	359·70
25					361·60	361·05	359·85	360·20	358·70	360·20	360·00	359·70
26					361·45	361·00	359·80	360·15	358·70	360·25	359·95	359·70
27					361·45	360·80	359·80	360·10	358·65	360·25	359·90	359·75
28					361·40	360·75	359·80	360·05	358·50	360·25	359·85	359·80
29					361·30	360·70	359·80	360·00	358·45	360·25	359·80	359·80
30					361·25	360·65	359·75	359·95	358·40	360·25	359·70	360·00
31					361·15		359·80	359·95		360·25		360·00

SESSIONAL PAPER No. 19a

ELEVATIONS of Rouge River, at Table Falls, Que., during 1909.

TABLE No. 203.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1						362·00	360·30	359·95	359·15	360·60	359·60	360·60
2						361·90	360·30	359·90	359·20	360·70	359·60	360·40
3						361·75	360·50	359·85	359·30	360·80	359·55	360·30
4						381·60	360·40	359·85	359·50	360·70	359·55	360·30
5						361·50	360·30	359·80	359·80	360·70	359·60	360·25
6						361·35	360·25	359·75	360·00	360·65	359·60	360·20
7						361·20	360·20	359·70	360·00	360·60	359·60	360·10
8						361·00	360·10	359·70	359·90	360·60	359·60	360·00
9						360·90	360·00	359·70	359·80	360·55	359·60	359·90
10						360·80	359·90	359·65	359·75	360·50	359·65	359·85
11						360·80	360·00	359·60	359·80	360·40	359·65	359·80
12						360·90	359·95	359·55	359·90	360·30	359·65	359·80
13						361·00	359·90	359·50	359·85	360·20	359·65	359·80
14						361·00	359·85	359·60	359·80	360·10	359·70	359·80
15					365·00	360·95	359·90	359·55	359·80	359·90	359·65	359·85
16					364·50	360·90	359·95	359·50	359·85	359·70	359·70	359·90
17					364·50	360·85	360·05	359·45	359·90	359·70	359·75	359·95
18					364·60	360·85	360·20	359·45	359·90	359·70	359·80	359·95
19					364·70	360·90	360·10	359·45	359·90	359·65	359·90	359·95
20					364·50	360·90	359·95	359·40	359·80	359·65	359·90	359·95
21					364·10	360·85	359·90	359·40	359·75	359·65	360·00	359·95
22					363·90	360·90	359·80	359·35	359·60	359·65	360·00	359·90
23					363·60	360·95	359·70	359·30	359·50	359·70	360·60	359·90
24					363·40	361·00	359·75	359·25	359·80	359·70	361·30	359·85
25					363·10	360·90	360·10	359·20	360·00	359·70	361·00	359·85
26					362·80	360·70	360·05	359·15	360·10	359·70	360·60	359·85
27					362·60	360·60	359·00	359·00	360·10	359·70	360·30	359·80
28					362·40	360·50	359·95	359·10	360·20	359·65	360·40	359·80
29					362·50	360·40	360·00	359·10	360·30	359·65	360·60	359·75
30					362·30	360·35	360·10	359·15	360·40	359·65	360·70	359·75
31					362·15		360·00			359·65		359·75

ELEVATIONS of Rouge River, at Table Falls, Que., during 1910.

TABLE No. 204.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	359·70	360·25	359·75									
2	359·70	360·25	359·80									
3	359·70	360·20	359·90									
4	359·70	360·20	360·00									
5	359·70	360·15	360·30									
6	359·70	360·10	360·35									
7	359·75	360·10	360·40									
8	359·75	360·10	360·40									
9	359·80	360·10	360·45									
10	359·80	360·10	360·50									
11	359·80	360·10	360·50									
12	359·85	360·10	360·50									
13	359·85	360·10	360·45									
14	359·90	360·05	360·40									
15	359·90	360·00	360·40									
16	359·90	359·90	360·35									
17	359·95	359·80	360·35									
18	359·95	359·75	360·30									
19	360·00	359·70	360·30									
20	360·05	359·70	360·30									
21	360·15	359·70	360·40									
22	360·50	359·65	360·60									
23	360·60	359·65	360·80									
24	360·65	359·60	360·90									
25	360·65	359·60	361·00									
26	360·60	359·60	361·10									
27	360·50	359·65	361·28									
28	360·40	359·70	361·00									
29	360·35		361·30									
30	360·30		361·80									
31	360·30		361·20									

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1871.

TABLE No. 205.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	128·45	128·15	.....	131·40	137·90	135·95	132·20	129·95	127·80	126·30	128·30	127·90
2	128·45	128·15	.....	131·40	138·05	135·65	132·05	129·90	127·80	126·30	128·30	127·80
3	128·45	128·15	.....	131·45	138·15	135·65	131·90	129·80	127·65	126·45	128·30	127·80
4	128·45	128·15	.....	131·55	138·40	135·55	131·80	129·65	127·65	126·55	128·45	127·80
5	128·45	128·15	.....	131·95	138·80	135·45	131·80	129·55	127·65	126·65	128·45	127·70
6	128·45	128·15	.....	131·55	139·05	135·20	131·70	129·55	127·55	126·80	128·45	127·65
7	128·40	128·15	.....	131·55	139·15	134·95	131·65	129·45	127·45	126·90	128·45	127·65
8	128·40	128·15	.....	131·55	139·65	134·95	131·45	129·40	127·30	126·80	128·45	127·65
9	128·30	128·15	.....	132·05	139·95	134·80	131·40	129·40	127·30	126·80	128·45	127·55
10	128·30	128·15	.....	132·80	140·20	134·65	131·30	129·30	127·05	126·80	128·30	127·55
11	128·20	128·15	.....	133·55	140·20	134·55	131·15	129·20	127·05	126·80	128·30	127·55
12	128·15	128·05	.....	133·80	140·20	134·15	130·95	129·15	127·05	126·80	128·30	127·55
13	128·20	128·05	.....	133·90	139·95	134·30	130·90	128·95	126·95	126·80	128·30	127·55
14	128·20	127·95	.....	133·90	139·95	134·30	130·80	128·90	126·95	126·80	128·05	127·55
15	128·30	127·90	.....	133·95	139·95	134·20	130·80	128·80	126·95	126·80	128·40	127·55
16	128·30	127·90	.....	134·05	139·55	134·20	130·95	128·70	126·90	126·95	128·45	127·55
17	128·40	127·95	.....	134·05	138·95	134·05	130·90	128·65	126·80	127·05	128·55	127·55
18	128·30	127·95	.....	134·30	138·45	134·05	130·90	128·45	126·80	127·15	128·65	127·55
19	128·30	127·95	.....	134·55	138·30	134·05	130·80	128·45	126·80	127·30	128·45	127·55
20	128·30	127·95	.....	134·80	137·90	134·05	130·65	128·40	126·70	127·30	128·45	127·55
21	128·30	127·95	.....	135·30	137·70	133·95	130·70	128·30	126·70	127·30	128·45	127·45
22	128·30	127·95	.....	135·30	137·45	133·80	130·65	128·20	126·70	127·40	128·45	127·40
23	128·30	127·95	.....	135·30	137·30	133·55	130·55	128·20	126·65	127·55	128·45	127·40
24	128·30	127·95	132·30	135·95	137·05	133·30	130·40	128·20	126·45	127·65	128·45	127·40
25	128·30	127·95	132·05	136·05	136·80	132·80	130·40	128·20	126·40	127·65	128·45	127·45
26	128·20	.....	131·95	136·40	136·65	132·30	130·30	128·20	126·30	127·80	128·45	127·45
27	128·20	.....	131·90	136·45	136·55	132·30	130·20	128·20	126·30	127·95	128·30	127·40
28	128·20	.....	131·80	136·95	136·40	132·30	130·20	128·20	126·40	127·95	128·05	127·40
29	128·15	.....	131·65	137·05	136·30	132·30	130·20	128·05	126·45	128·05	127·90	127·30
30	128·15	.....	131·45	137·65	136·30	132·30	130·20	127·80	126·30	128·05	127·90	127·30
31	128·15	.....	131·40	.....	135·15	.....	130·15	127·80	.....	128·05	.....	127·30

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1872.

TABLE No. 206.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	127·30	127·05	126·80	126·30	132·30	137·45	132·55	129·95	128·20	130·30	131·65	129·30
2	127·30	127·05	126·80	126·30	132·55	137·30	132·20	129·80	128·20	130·30	131·70	129·15
3	127·40	127·05	126·80	126·30	132·90	137·15	132·05	129·80	128·30	130·30	131·90	129·15
4	127·40	127·05	126·80	126·30	133·20	137·15	131·95	129·80	128·20	130·20	132·05	129·15
5	127·40	127·05	126·80	126·30	133·40	137·05	132·15	129·80	128·30	130·20	132·30	129·30
6	127·40	127·05	126·80	126·30	133·65	137·05	131·90	129·80	128·30	130·30	132·05	129·30
7	127·40	126·95	126·80	126·40	134·15	137·95	131·70	129·55	128·40	130·65	132·05	129·30
8	127·40	126·95	126·70	126·40	133·40	136·80	131·65	129·40	128·45	130·95	131·90	129·15
9	127·45	126·95	126·70	126·70	134·80	136·65	131·65	129·30	128·55	130·95	131·95	129·15
10	127·45	126·95	126·70	127·30	135·05	136·45	131·55	129·30	128·55	131·15	131·65	129·20
11	127·40	126·90	176·65	128·30	135·05	136·45	131·45	129·30	128·55	131·30	131·30	129·20
12	127·40	126·90	126·65	128·55	135·30	136·40	131·30	129·30	128·55	131·15	131·30	129·15
13	127·40	126·90	126·65	129·20	135·55	136·30	131·20	129·20	128·55	131·15	131·40	129·05
14	127·40	126·90	126·65	129·70	135·80	135·95	131·15	129·15	128·55	131·05	131·40	128·95
15	127·30	126·90	126·55	129·80	136·05	136·15	131·05	128·95	128·65	130·95	131·45	128·95
16	127·30	126·95	126·45	129·80	136·30	135·65	130·95	128·65	128·80	131·05	131·45	128·95
17	127·30	126·95	126·45	129·70	136·30	135·30	130·90	128·65	129·05	130·90	131·40	128·95
18	127·30	126·90	126·45	129·70	136·30	135·20	130·90	128·45	129·30	130·80	131·40	128·90
19	127·30	126·90	126·40	129·80	136·55	135·15	130·80	128·40	129·65	130·65	131·30	128·90
20	127·30	126·90	126·40	129·90	136·80	134·80	130·70	128·45	129·95	131·30	131·30	128·80
21	127·30	126·80	126·40	130·00	136·80	134·65	130·65	128·55	130·65	131·30	131·30	128·80
22	127·20	126·80	126·40	130·55	137·15	134·30	130·55	128·65	130·65	131·30	131·15	128·90
23	127·20	126·80	126·40	130·65	137·30	134·15	130·20	128·65	130·65	131·55	131·15	128·90
24	127·20	126·80	126·30	130·80	137·80	133·90	130·15	128·65	130·65	131·45	130·95	128·90
25	127·20	126·80	126·30	130·90	138·15	133·70	130·15	128·55	130·55	131·30	130·80	128·80
26	127·20	126·80	126·30	131·05	137·80	133·40	130·05	128·40	130·55	131·30	130·80	128·70
27	127·20	126·90	126·30	131·30	137·45	133·30	130·05	128·40	130·40	131·40	130·30	128·70
28	127·20	126·90	126·30	131·55	137·40	133·15	130·05	128·30	130·40	131·65	129·95	128·65
29	127·15	126·90	126·30	131·80	137·40	132·95	129·95	128·20	130·40	132·05	129·65	128·65
30	127·15	.....	126·30	131·90	137·30	132·80	130·05	128·20	130·30	131·70	129·65	128·65
31	127·15	.....	126·30	.....	137·30	.....	129·95	128·20	.....	131·45	.....	128·70

Elevations of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1873.

Table No. 207.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	128·65	128·15	128·30	129·15	133·80	141·30	133·65	131·30	129·65	129·90	132·30	129·30
2	128·65	128·15	128·20	129·20	133·90	140·70	133·55	131·20	129·70	129·95	132·30	129·15
3	128·65	128·15	128·20	129·55	134·15	140·40	133·45	131·30	129·65	129·95	132·55	129·05
4	128·55	128·30	128·20	129·70	134·40	140·05	133·45	131·30	129·45	130·05	132·70	129·05
5	128·65	128·55	128·20	130·40	134·65	139·80	133·45	131·15	129·65	130·55	132·55	128·95
6	128·65	128·65	128·20	130·40	134·90	139·65	133·70	131·15	129·55	131·45	132·30	128·90
7	128·65	128·55	128·30	130·65	135·20	139·20	133·90	130·95	129·55	131·95	132·15	129·15
8	128·55	128·55	128·30	130·80	135·45	138·80	133·80	130·95	129·55	132·30	132·05	129·65
9	128·55	128·70	128·30	130·95	135·95	138·45	133·80	130·70	129·55	132·05	132·15	129·80
10	128·55	128·90	128·20	131·15	136·15	138·40	133·80	130·65	129·55	131·80	132·30	129·65
11	128·45	128·90	128·20	131·30	136·80	138·30	133·70	130·30	129·55	131·70	132·15	129·65
12	128·45	128·90	128·30	131·65	137·15	138·30	133·65	130·30	129·45	131·65	132·05	129·55
13	128·45	128·70	128·30	131·95	137·40	138·20	133·65	130·30	129·40	131·65	132·05	129·45
14	128·45	128·65	128·30	132·45	137·80	138·05	133·55	130·30	129·40	131·45	132·05	129·55
15	128·45	128·45	128·40	133·05	137·95	137·95	133·55	130·30	129·40	131·30	131·70	129·70
16	128·40	128·40	128·45	133·45	138·20	137·80	132·90	130·15	129·40	131·40	131·70	129·90
17	128·45	128·30	128·55	133·80	138·30	137·45	132·45	130·05	129·40	131·45	131·65	130·05
18	128·40	128·30	128·55	134·55	138·65	136·80	132·30	129·90	129·40	131·45	131·45	130·20
19	128·45	128·30	128·55	134·65	138·65	136·30	132·15	129·90	129·30	131·80	131·30	130·30
20	128·45	128·20	128·65	134·65	138·45	136·05	132·05	129·90	129·45	131·95	131·30	130·55
21	128·45	128·20	128·65	134·65	138·40	135·80	132·05	129·90	129·40	132·05	131·20	130·40
22	128·40	128·20	128·65	134·70	138·30	135·70	131·80	129·70	129·40	132·05	131·05	130·20
23	128·40	128·20	128·55	134·55	138·15	135·55	131·70	129·65	129·40	132·20	130·80	130·15
24	128·40	128·20	128·55	134·55	138·15	135·45	131·65	129·45	129·55	132·40	130·55	130·05
25	128·40	128·20	128·55	134·65	138·20	135·30	131·30	129·30	129·55	132·30	130·40	130·05
26	128·30	128·30	128·55	134·55	138·30	135·05	131·45	129·30	129·65	132·45	130·30	130·05
27	128·30	128·30	128·55	134·20	138·30	134·80	131·45	129·30	129·65	132·45	130·15	129·95
28	128·30	128·30	128·45	133·80	138·65	134·45	131·15	129·20	129·65	132·55	129·80	129·80
29	128·30	....	128·45	133·65	138·70	134·30	131·45	129·15	129·90	132·55	129·65	129·65
30	128·20	....	128·65	133·55	138·95	134·15	131·30	129·15	129·90	132·45	129·55	129·55
31	128·20		128·80	....	139·05	....	131·15	129·15	.....	132·45	.....	129·55

Elevations of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1874.

Table No. 208.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	129·55	130·30	129·15	130·45	131·45	139·30	136·95	131·80	128·55	127·30	127·45	127·90
2	129·55	130·15	129·20	130·40	131·40	139·40	136·80	131·45	128·45	127·30	127·45	127·80
3	129·55	129·90	129·45	130·30	131·30	139·45	136·55	131·30	128·45	127·30	127·45	127·90
4	129·55	129·90	129·80	129·65	131·30	139·15	136·30	130·95	128·40	127·40	127·45	127·90
5	129·45	129·80	130·05	130·05	131·45	139·05	136·15	130·70	128·30	127·45	127·65	127·90
6	129·55	129·80	130·15	129·90	131·80	138·95	135·95	130·70	128·20	127·40	127·80	127·80
7	129·80	129·80	130·20	129·80	132·05	138·95	135·65	130·70	128·05	127·45	127·70	127·90
8	130·05	129·70	130·30	129·80	132·15	139·05	135·40	130·70	127·95	127·45	127·70	127·90
9	130·40	129·70	130·30	129·65	132·30	138·80	135·30	130·55	127·90	127·65	127·70	127·90
10	130·65	129·65	130·40	129·55	132·95	138·55	135·20	130·40	127·80	127·65	127·90	127·95
11	130·65	129·55	130·30	129·55	133·55	138·55	134·30	130·30	127·70	127·65	127·90	127·95
12	130·70	129·55	130·20	129·55	133·80	138·55	134·80	130·20	127·65	127·65	127·90	127·95
13	130·70	129·45	130·05	129·55	134·30	138·45	134·70	130·05	127·65	127·65	127·90	127·95
14	130·80	129·55	129·90	129·55	134·80	138·40	134·30	130·05	127·65	127·65	127·90	127·95
15	130·70	129·65	129·90	129·90	135·30	138·30	134·15	129·90	127·65	127·65	127·90	127·95
16	130·70	129·55	130·05	130·55	135·55	138·30	134·05	129·80	127·65	127·65	127·90	127·90
17	130·70	129·55	130·05	130·70	136·20	138·20	133·65	129·70	127·65	127·55	127·70	127·90
18	130·45	129·55	130·20	131·05	136·80	138·15	133·65	129·65	127·65	127·65	127·95	127·90
19	130·30	129·55	130·30	131·20	137·05	138·05	133·65	129·65	127·65	127·65	127·95	127·90
20	130·30	129·45	130·30	131·40	137·80	138·30	133·65	129·55	127·65	127·55	128·05	127·90
21	130·20	129·40	130·30	131·55	138·55	138·45	133·30	129·45	127·55	127·55	127·90	127·90
22	130·20	129·40	130·65	131·70	139·05	138·70	133·05	129·40	127·55	127·55	127·70	127·80
23	130·30	129·30	131·15	131·70	139·05	138·55	132·80	129·20	127·55	127·45	127·90	127·80
24	130·30	129·30	131·45	131·80	139·15	138·40	132·70	129·15	127·55	127·45	127·80	127·80
25	130·30	129·20	131·45	131·80	139·30	138·20	132·40	129·15	127·55	127·40	127·90	127·80
26	130·40	129·20	131·30	131·80	138·65	138·15	132·40	129·05	127·45	127·45	127·90	127·80
27	130·45	129·15	131·20	131·80	139·05	138·05	132·30	129·05	127·45	127·30	127·90	127·80
28	130·55	129·15	131·05	131·70	139·05	137·90	132·05	129·05	127·40	127·45	127·90	127·70
29	130·55	.	130·90	131·65	139·05	137·55	131·95	129·05	127·30	127·45	127·90	127·80
30	130·45		130·80	131·65	139·05	137·40	131·80	128·95	127·30	127·45	127·95	127·70
31	130·45	.	130·55	.	139·05	..	131·80	128·65		127·45	...	127·70

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1875.

TABLE No. 209.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	127·75	127·20	127·20	....	132·35	138·75	132·70	130·35	.....	128·50	130·35	129·70
2	127·75	127·10	127·20	....	132·85	138·45	132·35	130·10	.....	128·45	130·35	129·45
3	127·70	127·10	127·20	....	133·35	138·25	132·10	130·00	.....	128·50	130·25	129·35
4	127·70	127·20	127·20	....	133·50	138·00	132·10	129·95	.....	128·50	130·35	129·25
5	127·60	127·25	127·20	....	133·85	137·70	132·10	129·85	.....	128·60	130·45	129·35
6	127·60	127·25	127·20	....	134·00	137·35	132·00	129·85	.....	128·60	130·45	129·35
7	127·60	127·25	127·20	....	134·50	136·85	132·10	129·85	.....	129·10	130·50	129·25
8	127·60	127·35	127·20	....	134·85	136·70	131·85	129·85	.....	129·10	130·45	129·35
9	127·60	127·35	127·20	....	135·35	136·45	131·70	129·85	.....	129·25	130·50	129·25
10	127·60	127·35	127·20	....	135·85	136·25	131·70	129·85	.....	129·35	130·50	129·25
11	127·60	127·25	127·10	....	136·35	136·00	131·50	129·85	.....	129·45	130·50	129·20
12	127·60	127·25	127·10	....	137·35	135·95	131·35	129·85	.....	129·50	130·50	129·10
13	127·60	127·20	127·10	....	137·85	135·85	131·35	129·85	.....	129·70	130·50	129·00
14	127·60	127·20	127·10	....	138·35	135·50	131·20	129·85	.....	129·70	130·60	129·00
15	127·50	127·20	127·10	....	138·85	135·20	131·10	129·85	.....	129·85	130·35	128·95
16	127·50	127·20	127·20	....	140·00	134·85	130·95	130·00	.....	130·10	130·35	128·95
17	127·45	127·20	127·20	....	140·70	134·60	131·00	130·10	.....	130·00	130·35	128·85
18	127·45	127·20	127·10	....	140·75	134·20	130·95	130·35	.....	130·00	130·35	128·85
19	127·35	127·20	127·10	....	141·00	134·10	130·75	130·60	.....	130·00	130·10	128·75
20	127·35	127·10	127·10	....	141·00	134·00	130·85	130·85	.....	130·00	130·10	128·60
21	127·25	127·10	127·10	....	140·95	133·85	130·95	130·60	.....	130·25	130·10	128·60
22	127·25	127·10	127·10	....	140·70	133·75	130·95	130·70	.....	130·10	130·00	128·60
23	127·25	127·10	127·20	....	140·50	133·70	130·75	130·75	.....	129·85	130·10	128·70
24	127·25	127·10	127·10	....	140·35	133·35	130·60	130·70	.....	129·85	130·25	128·70
25	127·25	127·10	127·10	....	140·20	133·25	130·70	130·60	.....	129·95	130·35	128·75
26	127·25	127·10	127·20	....	140·10	133·10	130·70	130·60	.....	130·10	130·10	128·70
27	127·20	127·20	127·20	....	139·95	133·10	130·70	130·50	.....	130·10	130·10	128·70
28	127·20	127·20	127·20	....	139·50	133·10	130·85	130·45	.....	130·00	130·10	128·70
29	127·20	....	127·10	....	139·35	132·60	130·75	130·20	.....	130·00	130·00	128·60
30	127·20	....	127·10	....	139·35	132·75	130·75	130·00	.....	129·85	129·95	128·75
31	127·20	....	127·10	....	139·20	....	130·75	129·85	.....	130·10	....	128·85

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1876.

TABLE No. 210.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	129·10	129·85	128·85	130·25	139·10	142·50	136·85	131·70	128·45	.....	129·25	130·20
2	129·35	129·75	128·85	130·20	139·10	142·35	136·70	131·20	128·35	.....	129·45	130·10
3	129·35	129·75	128·85	130·10	139·10	141·95	136·50	131·20	128·35	.....	129·60	130·00
4	129·35	129·70	128·75	130·10	139·35	141·35	136·20	131·20	128·35	.....	129·45	129·95
5	129·25	129·60	128·70	131·10	139·50	140·85	135·95	131·20	128·25	.....	129·45	129·95
6	129·25	129·50	128·75	130·10	139·70	140·60	136·10	131·10	128·20	.....	129·45	129·85
7	129·25	129·45	129·00	130·10	140·35	140·35	136·00	131·00	128·10	.....	129·50	129·85
8	129·25	129·45	129·70	130·20	140·95	140·10	135·85	130·60	127·95	.....	130·25	129·70
9	129·35	129·35	130·35	130·25	141·70	139·85	135·95	130·50	127·85	.....	130·35	129·70
10	129·50	129·35	130·85	130·35	142·75	139·60	136·00	130·50	127·85	.....	130·25	129·70
11	129·50	129·35	131·10	130·50	143·10	139·35	135·50	130·25	127·85	.....	130·45	129·60
12	129·45	129·35	130·85	130·85	143·85	139·20	135·45	130·25	127·75	.....	130·70	129·60
13	129·45	129·25	131·10	131·20	144·35	139·10	135·35	130·10	127·60	.....	130·60	129·60
14	129·45	129·25	131·10	131·70	144·85	139·10	135·20	129·95	127·45	.....	130·85	129·60
15	129·35	129·35	130·95	132·50	145·20	139·00	134·85	129·85	127·45	.....	131·00	129·50
16	129·25	129·35	130·85	132·85	145·25	139·10	134·50	129·70	127·70	.....	131·00	129·50
17	129·20	129·45	130·85	133·25	145·20	139·20	134·20	129·60	127·45	.....	130·85	129·50
18	129·20	129·45	130·75	134·00	145·20	139·20	133·70	129·60	127·35	.....	130·85	129·45
19	129·35	129·35	130·50	135·00	145·20	139·20	133·50	129·60	127·60	.....	130·70	129·45
20	129·70	129·25	130·25	135·70	145·10	139·25	133·35	129·50	127·50	.....	130·70	129·45
21	130·00	129·20	130·20	135·70	145·00	139·25	133·10	129·35	127·45	.....	130·50	129·35
22	130·00	129·20	130·20	136·20	144·70	138·95	132·95	129·20	127·45	.....	130·50	129·20
23	130·10	129·20	130·25	136·35	144·45	138·70	132·75	129·10	127·35	.....	130·50	129·10
24	130·10	129·20	130·25	136·50	141·25	138·50	132·45	128·95	127·35	.....	130·50	129·10
25	130·20	129·10	130·35	136·95	144·10	138·20	132·45	128·85	127·25	.....	130·50	129·10
26	130·20	129·10	130·25	137·25	143·85	137·85	132·35	128·75	127·25	.....	130·45	129·10
27	130·10	129·00	130·20	137·70	143·75	137·70	132·35	128·70	127·25	.....	130·45	129·00
28	130·00	128·95	130·20	137·85	143·60	137·50	132·20	128·60	127·25	.....	130·45	129·00
29	130·00	128·85	130·25	138·35	143·45	137·10	132·20	128·50	127·20	.....	130·25	129·00
30	129·95	.....	130·25	138·60	143·20	137·10	132·20	128·45	127·20	.....	130·25	129·00
31	129·95	....	130·20	.....	.....	.....	132·20	128·45	.....	.....	.....	129·00

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1877.

TABLE No. 211.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	128·95	127·65	127·15	128·40	135·05	133·45	131·30	130·05	128·70	127·30	128·90	131·55
2	128·95	127·65	127·15	128·90	135·05	133·30	131·20	129·90	128·65	127·30	128·90	131·80
3	128·95	127·55	127·15	129·30	135·05	133·15	131·15	129·80	128·65	127·30	128·90	131·95
4	128·95	127·55	127·15	129·65	135·05	132·95	131·15	129·80	128·55	127·40	129·05	131·90
5	128·70	127·55	127·15	129·95	135·05	132·80	131·15	129·80	128·55	127·45	128·95	131·95
6	128·65	127·45	127·15	130·65	134·95	132·65	131·15	129·70	128·55	127·55	129·05	132·15
7	128·55	127·45	127·20	130·45	134·70	132·55	131·15	129·45	128·55	127·55	129·20	131·90
8	128·55	127·45	127·20	130·65	134·45	132·45	131·15	129·40	128·40	127·55	129·30	131·65
9	128·45	127·45	127·20	130·70	134·45	132·40	131·15	129·30	128·40	127·65	129·55	131·55
10	128·40	127·45	127·20	130·95	134·30	132·30	131·15	129·40	128·40	127·80	129·65	131·55
11	128·40	127·40	127·20	131·15	134·30	132·15	131·15	129·30	126·40	128·05	129·65	131·45
12	128·30	127·45	127·20	131·30	134·20	131·95	130·95	129·30	128·40	128·05	129·80	131·55
13	128·30	127·45	127·15	131·30	134·05	131·90	130·80	129·30	128·40	128·15	129·80	131·55
14	123·30	127·40	127·15	131·40	134·05	131·80	130·70	129·20	128·30	128·15	129·70	131·55
15	128·20	127·40	127·15	131·45	133·90	131·70	130·65	129·20	128·30	128·20	129·80	131·70
16	128·20	127·40	127·15	131·55	133·55	131·65	130·55	129·15	128·20	128·20	129·55	131·55
17	128·20	127·40	127·15	131·80	133·55	131·80	130·55	129·30	128·20	128·30	129·70	131·45
18	128·15	127·45	127·15	131·95	133·55	131·70	130·55	129·40	128·20	128·45	129·80	131·55
19	128·15	127·55	127·15	132·15	133·55	131·65	130·80	129·30	128·15	128·55	129·70	131·30
20	128·15	127·55	127·15	132·45	133·55	131·55	130·55	129·30	127·05	128·65	129·95	131·05
21	128·05	127·45	127·15	133·15	133·55	131·55	130·55	129·40	127·05	128·65	130·20	130·95
22	127·95	127·40	127·15	133·65	133·80	131·65	130·40	129·30	127·95	128·80	130·55	130·95
23	127·90	127·40	127·15	133·90	133·90	131·45	130·40	129·30	127·90	128·95	130·55	130·90
24	127·80	127·30	127·05	134·05	133·90	131·40	130·30	129·20	127·80	129·05	130·65	130·80
25	127·80	127·30	127·05	134·30	133·90	131·40	130·20	129·15	127·55	129·05	130·70	130·70
26	127·70	127·30	127·05	134·45	133·90	131·40	130·15	128·85	127·40	129·05	130·80	130·65
27	127·70	127·30	127·05	134·70	133·90	131·40	130·15	128·90	127·30	129·05	131·15	130·65
28	127·70	127·20	127·40	134·80	133·80	131·30	130·05	128·70	127·30	129·05	131·45	130·65
29	127·70		127·65	134·95	133·70	131·30	130·05	128·65	127·20	129·15	131·55	130·55
30	127·65		128·15	135·05	133·65	131·30	130·05	128·65	127·20	129·05	131·55	130·45
31	127·65		128·05		133·55		130·05	128·80		128·95		130·30

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1878.

TABLE No. 212.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	130·20	128·70	127·70	129·05	133·30	133·45	130·80	129·45	128·70	130·65	134·80	133·30
2	130·05	128·70	127·65	129·05	133·30	133·55	130·80	129·55	128·65	130·55	134·80	133·05
3	129·95	128·65	127·65	129·05	133·40	133·55	130·80	129·45	128·55	130·55	134·80	133·40
4	129·90	128·45	127·65	129·15	133·40	133·55	130·80	129·40	128·40	130·55	134·55	133·90
5	129·80	128·30	127·70	129·20	133·70	133·40	130·70	129·30	128·45	130·55	134·55	133·70
6	129·55	128·05	127·80	129·30	134·05	133·20	130·70	129·30	128·40	130·45	134·55	133·55
7	129·55	127·90	127·90	129·45	134·20	133·05	130·70	129·30	128·30	130·40	134·45	133·15
8	129·45	127·90	127·95	129·65	134·30	132·80	130·70	129·30	128·20	130·55	134·20	132·95
9	129·45	127·90	128·15	129·65	134·40	132·70	130·70	129·40	128·15	130·40	133·95	132·80
10	129·30	127·90	128·65	129·80	134·45	132·65	130·70	129·45	128·05	130·30	133·95	132·65
11	129·40	129·90	129·15	129·80	134·55	132·55	130·70	129·40	127·95	131·20	133·80	133·15
12	129·45	127·90	129·30	130·15	134·80	132·55	130·70	129·40	127·80	131·15	133·65	133·40
13	129·45	127·90	129·30	130·65	134·70	132·55	130·70	129·45	127·65	130·45	133·45	133·55
14	129·45	127·80	129·15	131·05	134·70	132·40	130·65	129·45	127·80	130·65	133·40	133·80
15	129·40	127·70	129·05	131·30	134·70	132·30	130·45	129·45	127·95	130·65	133·30	133·65
16	129·45	127·70	129·05	131·45	134·65	132·30	130·30	129·40	127·95	130·95	133·15	133·45
17	129·30	127·80	129·30	131·45	134·65	132·20	130·20	129·45	128·05	131·30	133·20	133·30
18	129·20	127·80	129·45	131·55	134·55	132·15	130·20	129·55	128·20	131·30	133·30	133·20
19	129·20	127·70	129·45	131·65	134·65	132·05	130·15	129·65	128·55	131·45	133·30	133·05
20	129·15	127·70	129·40	131·70	134·70	131·95	130·15	129·65	128·90	131·70	133·30	132·90
21	129·05	127·70	129·40	132·15	134·80	131·80	130·15	129·55	129·55	132·05	133·05	132·80
22	129·05	127·55	129·30	132·55	134·70	131·65	130·15	129·55	129·95	132·30	133·15	132·80
23	128·95	127·65	129·20	132·70	134·65	131·55	130·15	129·45	130·15	132·55	133·15	132·65
24	128·90	129·65	129·15	132·95	134·15	131·45	129·95	129·30	130·30	132·80	133·30	132·55
25	128·90	127·70	129·05	133·05	134·30	131·40	129·80	129·20	130·55	132·95	133·40	132·55
26	128·90	127·80	128·95	133·05	134·15	131·30	129·65	129·20	130·80	133·05	133·55	132·45
27	128·80	127·70	128·90	133·15	133·80	131·15	129·55	129·05	130·55	133·55	133·55	132·15
28	128·80	127·70	128·80	133·15	133·65	131·05	129·55	129·05	130·65	134·05	133·70	131·95
29	128·80		128·80	133·20	133·55	131·05	129·55	128·95	130·65	134·30	133·80	131·70
30	128·80		128·80	133·30	133·45	130·90	129·45	128·80	130·65	134·65	133·90	131·55
31	128·70		128·90		133·65		129·40	128·80		134·80		131·40

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1879.

TABLE No. 213.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1...	131·40	128·70	128·45	129·05	136·55	137·95	133·40	131·65	129·05	129·05	127·90	128·30
2....	131·40	128·80	128·45	129·15	137·05	137·55	133·15	131·55	128·90	128·95	127·80	128·45
3 ...	131·30	128·80	128·45	129·20	137·45	137·55	132·90	131·30	128·80	129·05	127·70	129·70
4....	131·30	128·80	128·45	129·20	137·95	137·55	132·70	131·05	129·05	129·05	127·70	129·05
5....	131·30	128·80	128·45	129·30	138·40	137·30	132·55	130·80	128·95	128·95	127·80	129·15
6....	131·30	128·70	128·40	129·30	138·45	136·90	132·45	130·55	128·90	128·90	127·80	129·20
7....	131·20	128·70	128·40	129·30	138·45	136·45	132·45	130·40	128·80	128·80	127·70	129·40
8....	131·20	128·70	128·40	129·30	138·55	136·30	132·40	130·45	128·80	128·80	127·65	129·70
9...	131·15	128·70	128·45	129·45	138·55	136·15	132·30	130·45	128·70	128·70	127·55	129·80
10....	131·15	128·80	128·45	129·65	138·55	135·95	132·30	130·20	128·80	128·80	127·55	130·05
11....	131·15	128·80	128·45	129·90	138·65	135·80	132·20	129·95	128·80	128·90	127·55	130·30
12....	131·15	128·80	128·45	129·95	138·80	135·55	132·20	129·80	128·55	128·70	127·55	130·55
13....	131·15	128·70	128·55	130·30	138·80	135·55	132·15	129·80	128·55	128·55	127·45	130·70
14....	130·95	128·70	128·55	130·65	138·90	135·55	132·15	129·80	128·65	128·40	127·45	130·70
15....	130·80	128·70	128·65	130·90	139·15	135·45	132·15	129·70	128·90	128·30	127·55	130·70
16....	130·65	128·70	128·65	131·15	139·65	135·40	132·20	129·65	129·05	128·30	128·10	130·70
17....	130·40	128·70	128·65	132·05	139·15	135·45	132·05	129·55	129·30	128·30	128·15	130·70
18....	130·20	128·65	128·65	132·45	140·90	135·15	132·05	129·55	129·30	128·40	128·15	130·65
19. ..	129·90	128·65	128·65	132·70	141·30	134·80	131·95	129·55	129·40	128·40	128·15	130·45
20....	129·45	128·65	128·70	133·05	141·15	134·80	131·95	129·30	129·30	128·30	128·20	130·30
21....	129·30	128·65	128·70	133·40	141·80	136·80	131·95	129·30	129·30	128·30	128·55	130·20
22....	129·15	128·55	128·70	133·45	141·45	134·65	131·89	129·30	129·30	128·30	128·30	130·20
23....	129·05	128·55	128·70	133·65	141·30	134·45	131·60	129·30	129·30	128·40	128·30	130·20
24....	128·95	128·55	128·65	133·80	141·15	134·30	131·55	129·30	129·20	128·40	128·20	130·15
25....	128·90	128·45	128·65	134·05	140·80	134·15	131·45	129·20	129·20	128·45	128·30	130·15
26	128·90	128·45	128·65	134·20	140·45	134·05	131·40	129·20	129·20	128·40	128·15	130·05
27....	128·90	128·45	128·70	134·55	140·05	133·95	131·55	129·15	129·20	128·20	128·30	130·05
28....	128·90	128·45	128·80	134·95	139·55	133·95	131·70	129·05	129·15	128·05	128·40	129·95
29....	128·80	.....	128·90	135·65	139·15	133·80	131·80	129·15	129·05	127·95	128·55	129·95
30....	128·80	.....	128·95	135·80	138·80	133·45	131·70	129·15	129·05	127·95	128·30	129·90
31....	128·70		129·05	....	138·40	..	131·80	129·20	..	127·95	...	129·80

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1880.

TABLE No. 214.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	132·05	129·40	129·05	129·40	137·30	139·15	134·95	131·65	128·95	128·40	130·05	131·70
2....	131·80	129·40	129·20	129·65	137·30	138·80	134·30	131·45	128·90	128·30	130·05	131·70
3...	131·30	129·40	129·40	129·95	137·15	138·65	134·15	131·40	128·90	128·45	129·95	131·65
4....	131·30	129·30	129·65	131·05	137·30	138·45	134·05	131·20	128·90	128·80	129·95	131·55
5....	130·30	129·30	129·80	132·30	137·45	138·30	133·95	131·15	128·95	128·95	130·05	131·45
6....	129·30	129·20	130·05	133·30	137·65	138·30	133·90	131·05	128·95	129·30	129·90	131·30
7....	129·30	129·20	130·20	133·40	137·80	138·15	133·65	130·90	129·05	129·05	130·05	131·15
8....	129·30	129·15	130·40	133·55	137·95	138·05	133·15	130·80	129·05	129·20	130·20	131·05
9...	128·30	129·05	130·45	133·45	138·30	137·95	133·05	130·65	129·15	129·30	130·55	130·95
10....	128·30	128·95	130·45	133·45	138·80	137·90	132·95	130·55	129·15	129·30	131·05	130·90
11....	128·30	128·90	130·40	133·45	138·95	137·80	132·90	130·45	129·15	129·30	132·05	130·80
12...	128·30	128·90	130·30	133·30	139·30	137·70	132·80	130·40	129·05	129·55	133·15	130·65
13....	126·30	128·80	130·15	133·15	139·45	137·65	132·65	130·30	128·95	129·40	133·55	130·45
14....	126·30	128·80	130·05	133·20	139·80	137·45	132·45	130·20	128·90	129·30	133·55	130·40
15....	126·30	128·80	129·95	133·30	140·15	137·40	132·30	130·15	128·90	129·40	133·65	130·45
16....	126·30	128·80	129·90	133·40	140·30	137·30	132·20	130·15	128·80	129·40	133·65	130·45
17....	125·80	128·80	128·70	133·55	140·30	137·20	132·05	130·10	128·70	129·45	133·70	130·45
18....	125·80	128·70	129·65	133·55	140·30	137·05	131·95	129·95	128·70	129·55	133·90	130·40
19....	125·80	128·70	129·55	134·15	140·40	136·80	131·90	129·80	128·80	129·65	133·70	130·40
20....	125·80	128·70	129·45	134·55	140·30	136·65	131·80	129·70	128·80	129·70	133·40	130·40
21...	125·80	128·65	129·45	134·70	140·15	136·40	131·90	129·55	128·70	129·80	133·05	130·30
22....	125·80	128·70	129·40	134·80	139·95	136·20	131·80	129·55	128·65	129·80	132·80	130·20
23...	125·80	128·80	129·40	135·20	140·15	135·95	131·70	129·55	128·45	129·80	132·55	130·15
24...	125·80	128·90	129·30	135·55	139·95	135·65	131·65	129·40	128·40	129·90	132·40	130·05
25....	125·80	128·90	129·20	135·80	139·95	135·55	131·65	129·30	128·30	129·80	132·15	129·95
26...	125·30	128·90	129·15	136·20	139·95	135·45	131·55	129·30	128·30	129·65	132·05	129·95
27....	125·30	128·95	129·05	136·55	139·80	135·40	131·65	129·15	128·30	129·70	131·90	129·95
28....	125·30	128·95	129·05	136·70	139·65	135·30	131·55	129·05	128·40	129·80	131·90	129·95
29....	126·30	128·95	129·15	136·90	139·55	135·20	131·65	129·30	128·30	129·80	131·80	129·90
30....	126·30	.....	129·15	137·15	139·30	134·80	131·55	129·05	128·40	129·80	131·80	129·70
31....	126·30	..	129·15	..	139·30	..	131·30	128·95	..	130·05	.....	129·55

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1881.

TABLE No. 215.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	129·15	128·20	128·00	129·75	134·10	136·45	130·70	129·10	127·20	.....	127·85	128·35
2	129·45	128·10	127·95	129·70	134·85	136·20	130·60	129·10	127·20	.....	127·85	128·45
3	129·35	128·10	127·95	129·70	135·60	136·00	130·60	129·10	127·20	.....	128·00	128·45
4	129·35	128·00	127·95	129·60	135·70	135·95	130·60	129·10	127·20	.....	128·00	128·20
5	129·25	128·00	127·95	129·35	135·60	135·75	130·60	129·00	127·20	.....	128·00	127·85
6	129·25	127·95	128·00	129·20	135·75	135·50	130·60	129·00	127·20	.....	128·10	127·95
7	129·25	127·85	128·00	129·10	136·00	135·35	130·60	129·00	127·20	.....	128·10	127·95
8	129·20	127·85	128·10	129·00	135·75	135·00	130·50	129·00	127·10	.....	128·25	127·70
9	129·20	127·85	128·10	128·95	135·60	134·75	130·50	128·85	127·10	.....	128·35	127·60
10	129·10	127·95	128·20	129·10	135·35	134·50	130·45	128·70	127·00	.....	128·50	127·60
11	129·10	128·00	128·20	129·25	135·85	134·35	130·35	128·50	126·95	.....	128·45	127·50
12	129·00	128·10	128·20	129·20	136·00	134·10	130·25	128·45	126·95	.....	128·45	127·45
13	129·00	128·20	128·25	129·10	136·35	133·85	130·20	128·35	126·85	.....	128·50	127·45
14	129·00	128·25	128·35	129·10	136·75	133·60	130·00	128·25	126·70	.....	128·50	127·50
15	128·95	128·20	128·45	129·10	137·20	133·35	129·85	128·20	126·60	.....	128·60	127·60
16	128·95	128·25	128·50	129·25	137·60	133·00	129·60	128·10	126·45	.....	128·70	127·70
17	128·95	128·25	128·75	129·35	137·60	132·70	129·50	128·00	126·35	.....	128·75	127·60
18	128·85	128·20	129·20	129·45	137·85	132·45	129·45	127·95	126·35	.....	128·85	127·50
19	128·85	128·20	129·45	129·50	138·10	132·25	129·35	127·85	126·35	.....	128·95	127·45
20	128·85	128·20	130·10	129·60	138·10	132·20	129·25	127·85	126·35	.....	129·00	127·35
21	128·85	128·20	130·60	129·75	138·10	132·10	129·20	127·75	126·35	.....	129·00	127·35
22	128·75	128·20	131·10	129·95	138·00	131·85	129·10	127·75	126·35	.....	128·95	127·25
23	128·75	128·10	131·10	130·00	137·95	131·70	129·10	127·70	126·35	.....	128·75	127·35
24	128·70	128·00	130·95	130·10	137·85	131·50	129·10	127·70	126·35	.....	128·50	127·25
25	128·60	128·00	130·75	130·25	137·60	131·35	129·10	127·60	126·35	.....	128·35	127·25
26	128·50	127·95	130·60	130·95	137·35	131·25	129·20	127·50	126·35	.....	128·35	127·25
27	128·50	127·95	130·35	131·35	137·20	131·20	129·20	127·45	126·20	.....	128·35	127·20
28	128·45	128·00	130·00	132·00	137·00	131·10	129·10	127·45	126·20	.....	128·35	127·20
29	128·35	.....	129·75	132·85	136·85	130·95	129·10	127·35	126·25	.....	128·25	127·20
30	128·25	.....	129·60	133·25	136·75	130·75	129·10	127·25	126·25	.....	128·25	127·60
31	128·20	.....	129·50	.....	136·70	.....	129·10	127·20	.....	.....	.....	127·85

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1882.

TABLE No. 216.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	127·85	126·95	127·35	128·70	133·85	138·10	135·60	132·10	130·95	131·45	129·70	130·35
2	127·85	126·95	127·50	128·70	134·10	138·20	135·50	131·85	130·85	131·35	129·70	130·20
3	127·95	127·00	128·75	128·60	134·35	137·95	135·50	131·60	130·85	131·20	129·70	130·10
4	127·60	126·95	129·25	128·70	134·35	138·00	135·35	131·60	130·85	131·00	129·70	130·00
5	127·35	126·95	129·25	128·85	134·35	137·95	135·25	131·45	130·75	130·85	129·70	129·95
6	127·25	126·85	129·20	129·20	134·35	137·85	135·20	131·25	130·75	130·70	129·75	129·95
7	127·20	126·75	129·20	129·20	134·35	137·85	134·95	131·10	130·70	130·60	129·75	129·95
8	127·10	126·70	128·75	129·35	134·35	137·75	134·75	130·75	130·50	130·45	129·75	130·10
9	127·10	126·70	128·70	129·75	134·45	137·70	134·50	130·85	130·50	130·45	129·75	130·00
10	127·10	126·70	128·70	130·20	134·50	137·70	134·35	130·50	130·50	130·45	129·75	129·95
11	127·20	126·75	128·60	130·10	134·60	137·45	134·35	130·50	130·50	130·50	129·95	129·85
12	127·20	126·70	128·50	129·95	134·70	137·10	134·20	130·60	130·50	130·35	130·00	129·70
13	127·10	126·75	128·35	129·75	134·85	136·95	134·10	130·50	130·45	130·20	130·20	129·70
14	127·10	126·85	128·25	129·60	135·20	136·75	134·00	130·50	130·45	130·20	130·20	129·60
15	127·00	126·95	128·20	129·50	135·60	136·60	133·85	130·50	130·45	130·20	130·45	129·60
16	126·95	127·10	128·10	129·60	135·85	136·60	133·50	130·60	130·45	129·95	130·45	129·50
17	127·00	127·25	128·00	129·70	135·85	136·60	133·15	130·50	130·35	129·95	130·50	129·50
18	126·95	127·15	127·95	129·85	136·25	136·50	133·35	130·75	130·50	129·95	131·10	129·45
19	126·95	127·50	127·95	130·00	136·10	136·45	133·10	131·00	130·50	130·00	131·35	129·45
20	126·95	127·60	127·85	130·60	136·25	136·45	133·10	131·25	130·60	130·20	131·50	129·35
21	126·85	127·50	127·95	131·20	136·35	136·50	133·10	131·35	130·70	130·20	131·35	129·35
22	126·85	127·35	127·75	131·85	136·50	136·95	132·75	131·60	130·70	130·10	131·20	129·35
23	126·85	127·20	127·85	132·00	136·60	136·95	132·15	131·75	130·70	130·00	131·00	129·35
24	126·85	127·10	127·75	132·20	136·85	136·85	132·35	131·75	130·70	130·00	130·85	129·35
25	126·85	127·00	127·75	132·20	137·10	136·60	132·25	131·70	130·75	129·95	130·75	129·35
26	126·85	126·95	127·85	132·45	137·60	136·35	132·10	131·60	130·85	129·85	130·70	129·35
27	126·75	126·85	127·95	133·10	137·55	136·20	132·00	131·50	131·00	129·85	130·60	129·25
28	126·75	127·20	128·00	133·15	137·60	136·00	132·00	131·50	131·10	129·85	130·50	129·25
29	126·85	.	128·10	133·85	137·60	135·95	132·20	131·35	131·25	129·75	130·50	129·20
30	126·95	. .	128·35	134·10	137·85	135·75	132·10	131·25	131·50	129·75	130·45	129·20
31	127·00	.	128·50		137·85	.....	132·10	131·10		129·75	....	129·20

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1883.

TABLE No. 217

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	129·20	128·20	127·50	126·95	133·35	136·70	136·35	133·20	130·10	129·60	130·45	132·60
2	129·20	128·20	127·50	126·95	133·10	136·70	136·45	133·00	130·00	129·70	130·50	132·35
3	129·10	128·20	127·45	126·85	133·10	136·70	136·50	132·85	129·95	129·70	130·50	132·10
4	129·10	128·20	127·45	126·85	133·25	136·60	136·50	132·75	129·85	129·70	130·60	131·75
5	128·95	128·20	127·35	126·85	133·35	136·50	136·60	132·60	129·70	129·70	130·70	131·45
6	128·85	128·10	127·25	126·95	133·45	136·45	136·35	132·45	129·60	129·60	130·75	131·35
7	128·75	128·10	127·20	126·95	133·50	136·35	136·10	132·35	129·60	129·70	131·00	131·35
8	128·75	128·10	127·20	127·00	133·85	136·25	136·10	132·25	129·50	129·70	131·10	131·45
9	128·75	128·10	127·20	127·10	134·00	136·10	135·85	132·10	129·50	129·60	131·25	131·60
10	128·70	128·00	127·20	127·50	133·85	136·25	135·60	131·75	129·60	129·50	131·45	131·60
11	128·70	128·00	127·10	128·20	134·60	135·95	135·30	131·75	129·50	129·50	131·70	131·50
12	128·60	128·00	127·10	129·70	135·00	136·10	135·20	131·70	129·50	129·45	131·70	131·45
13	128·60	127·95	127·00	130·85	135·45	136·10	134·70	131·60	129·60	129·45	131·75	131·35
14	128·60	127·95	127·00	132·35	135·45	136·20	134·70	131·60	129·70	129·50	131·75	131·25
15	128·60	127·95	127·00	133·25	135·45	136·20	134·85	131·25	129·85	129·70	131·85	131·20
16	128·50	127·95	126·95	134·10	135·50	136·10	134·85	130·95	129·85	129·95	131·85	130·95
17	128·45	128·50	126·95	134·45	135·45	136·10	134·85	130·70	129·85	130·00	131·85	130·75
18	128·15	128·25	127·00	134·50	135·60	136·20	135·00	130·60	129·85	130·10	131·70	130·60
19	128·45	128·10	127·00	134·60	135·60	136·20	135·10	130·60	129·75	130·25	131·60	130·70
20	128·35	128·00	127·00	134·70	135·45	136·35	135·10	130·70	129·70	130·50	131·60	130·50
21	128·35	127·95	127·10	134·85	135·35	136·35	135·00	130·60	129·60	130·50	131·70	130·45
22	128·35	127·95	127·10	134·75	135·35	136·45	135·00	130·60	129·60	130·45	131·75	130·25
23	128·25	127·85	127·00	134·70	135·50	136·20	134·50	130·60	129·50	130·35	131·75	130·20
24	128·25	127·75	127·00	134·60	135·95	136·10	134·35	130·60	129·45	130·45	131·85	130·10
25	128·25	127·70	127·00	134·60	136·25	136·00	134·35	130·60	129·60	130·35	131·95	130·10
26	128·25	127·60	127·00	134·00	136·25	136·00	134·25	130·50	129·50	130·35	132·10	130·10
27	128·25	127·50	127·00	133·95	136·35	136·10	134·00	130·35	129·50	130·35	132·35	130·10
28	128·20	127·45	127·00	133·85	136·50	136·10	133·70	130·35	129·45	130·45	132·85	130·20
29	128·20		126·95	133·70	136·35	136·10	133·60	130·25	129·50	130·45	132·85	130·10
30	128·20		126·95	133·60	136·35	136·10	133·50	130·25	129·50	130·45	132·85	130·10
31	128·20		126·95		136·25		133·35	130·10		130·50		130·10

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1884.

TABLE No. 218.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	130·00	128·50	127·75	133·20	135·70	136·50	132·00	130·60	128·95	128·50	131·35	130·60
2	129·85	128·45	127·75	133·20	136·60	136·35	131·95	130·70	128·70	128·50	131·35	130·60
3	129·75	128·35	127·70	133·10	136·70	136·20	131·70	130·75	128·70	128·60	131·35	130·60
4	129·70	128·25	127·60	133·00	137·10	136·00	131·50	130·85	128·60	128·60	131·25	130·60
5	127·70	128·20	127·60	132·85	137·25	135·85	131·45	130·95	128·60	128·70	131·35	130·60
6	129·70	128·10	127·50	132·75	137·50	135·50	131·45	131·20	128·50	128·75	131·70	131·20
7	129·60	128·10	127·50	132·60	137·60	135·25	131·45	131·20	128·50	128·85	131·50	132·00
8	129·60	128·00	127·45	132·35	137·95	135·10	131·25	131·20	128·50	129·00	131·35	133·10
9	129·50	127·95	127·45	132·10	138·20	134·95	131·20	131·10	128·50	129·10	131·25	132·95
10	129·45	127·85	127·45	132·35	138·35	134·75	131·00	131·10	128·45	129·10	131·10	132·75
11	129·35	127·75	127·45	132·85	138·50	134·70	130·85	131·00	128·45	129·10	131·00	132·60
12	129·25	127·75	127·45	133·25	138·50	134·60	130·75	131·00	128·45	129·10	131·00	132·60
13	129·20	127·70	127·45	133·35	138·35	134·50	130·70	130·95	128·45	129·10	131·00	132·50
14	129·20	127·70	127·50	133·45	138·35	134·45	130·70	130·75	128·35	129·20	130·95	132·50
15	129·10	127·70	127·50	133·50	138·50	134·35	130·70	130·70	128·20	129·20	130·85	132·45
16	129·10	127·70	127·50	133·60	138·35	134·25	130·60	130·60	128·25	129·35	130·85	132·45
17	129·00	127·75	127·50	133·85	138·35	133·95	130·60	130·45	128·20	129·35	130·85	132·35
18	128·95	127·75	127·50	134·25	138·35	133·75	130·50	130·25	128·20	129·45	130·85	132·00
19	128·85	127·85	127·50	134·50	138·20	133·70	130·45	130·20	128·20	129·45	130·70	131·60
20	128·85	127·85	127·50	134·70	138·20	133·50	130·35	130·00	128·25	129·45	130·60	131·35
21	128·85	127·85	127·60	135·00	138·20	133·45	130·35	129·85	128·20	129·35	130·75	131·35
22	128·85	127·75	127·70	135·35	138·20	133·25	130·20	129·95	128·20	129·45	130·60	131·35
23	128·75	127·75	127·75	135·45	138·20	133·00	130·20	129·70	128·20	129·60	130·25	131·50
24	128·75	127·70	128·00	135·50	138·10	132·95	130·20	129·60	128·10	129·60	130·45	131·45
25	128·70	127·75	128·70	135·60	137·85	132·75	130·00	129·45	128·35	129·75	130·60	131·25
26	128·60	127·75	129·50	135·70	137·70	132·60	129·85	129·35	128·35	130·25	130·85	131·00
27	128·50	127·75	130·35	135·75	137·50	132·45	129·85	129·25	128·35	130·85	130·60	130·70
28	128·15	127·85	131·25	135·85	137·25	132·45	130·00	129·10	128·25	130·95	130·75	130·70
29	128·35	127·85	132·35	136·10	137·25	132·35	130·10	128·85	128·45	131·10	130·75	130·75
30	128·35		133·25	136·20	136·95	132·20	130·20	129·00	128·50	131·35	130·75	130·70
31	128·35		133·35		136·75		130·20	129·10		131·35		130·70

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1885.

TABLE No. 219.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	131·25	....	128·45	127·50	139·00	138·10	135·35	132·20	129·60	128·75	129·00	130·20
2	131·95	....	128·45	127·60	138·70	138·10	135·20	132·00	129·50	128·70	128·85	130·10
3	131·75	..	128·45	127·70	138·35	138·10	135·00	131·85	129·35	128·70	129·10	130·10
4	131·70	..	128·45	127·70	137·85	138·00	134·85	131·75	129·35	128·60	129·35	130·00
5	131·60	..	128·45	127·70	137·35	137·85	134·85	131·70	129·35	128·60	129·35	130·00
6	131·45	..	128·35	127·70	137·10	137·60	134·60	131·60	129·35	128·50	129·35	130·00
7	131·45	..	128·25	127·60	137·35	137·45	134·35	131·45	129·25	128·50	129·50	129·95
8	131·50	..	128·25	127·60	137·35	137·25	134·60	131·35	129·20	128·45	129·75	129·85
9	131·50	..	128·20	127·70	137·60	137·00	134·50	131·20	129·10	128·35	130·25	129·75
10	131·60	..	128·10	127·75	137·85	136·85	134·35	131·10	129·10	128·35	130·85	129·85
11	131·60	..	128·10	127·95	138·10	136·70	134·20	131·00	129·10	128·35	130·70	129·85
12	131·60	..	128·00	128·10	138·25	136·45	134·20	130·95	129·00	128·25	130·45	129·85
13	131·75	..	128·00	128·25	138·50	136·10	134·10	130·85	128·85	128·20	130·50	129·85
14	131·15	..	128·00	128·50	138·85	135·85	134·10	130·85	129·00	128·10	130·70	129·75
15	131·25	..	128·00	128·75	138·85	135·60	134·10	130·75	129·00	128·35	130·75	129·75
16	131·10	..	127·95	129·20	138·75	135·35	134·10	130·70	129·10	128·20	130·85	129·70
17	131·00	..	127·95	128·50	138·85	135·25	134·10	130·60	129·10	128·35	130·85	129·70
18	130·95	..	127·85	130·50	138·85	135·25	134·00	130·50	129·10	128·60	131·00	129·70
19	130·75	..	127·85	131·60	138·85	135·25	134·00	130·45	129·10	128·60	131·25	129·70
20	130·60	..	127·85	132·85	138·85	135·25	134·00	130·35	129·10	128·60	131·10	129·60
21	130·45	..	127·75	133·60	138·85	135·20	133·85	130·25	129·00	128·95	131·10	129·60
22	130·15	..	127·75	134·85	138·85	135·35	133·60	130·20	129·00	129·20	131·00	129·60
23	130·35	..	127·75	135·50	138·85	135·35	132·45	130·20	129·10	129·20	131·10	129·60
24	130·25	..	127·75	136·50	138·85	135·25	133·25	130·10	129·10	129·20	131·10	129·60
25	130·20	..	127·70	137·45	138·85	135·25	133·10	130·10	129·00	129·20	130·85	129·50
26	130·10	..	127·60	137·85	138·75	135·25	132·95	130·00	129·10	129·20	130·70	129·50
27	130·10	..	127·60	138·60	138·70	135·20	132·75	129·95	129·00	129·10	130·50	129·50
28	130·00	..	127·70	139·00	138·50	135·25	132·75	129·85	128·85	129·10	130·35	129·50
29	129·95	....	127·70	139·10	138·25	135·45	132·75	129·75	128·85	129·10	130·35	129·50
30	129·75	....	127·60	139·10	138·20	135·45	132·75	129·60	128·85	129·10	130·25	129·45
31	129·70	..	127·60	..	138·10	....	132·45	129·50	..	129·10	..	129·35

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1886.

TABLE No. 220

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	129·35	130·20	129·50	128·35	140·35	134·70	133·20	131·35	129·35	129·45	130·35	129·70
2	129·25	130·00	129·35	131·20	140·20	134·50	133·10	131·25	129·25	129·60	130·25	129·70
3	129·70	129·85	129·35	132·25	139·85	134·35	133·10	131·25	129·25	129·70	130·20	129·60
4	130·20	129·75	129·25	132·60	139·70	134·35	132·95	131·20	129·25	129·60	130·10	129·50
5	130·70	129·70	129·20	132·60	139·35	134·25	132·75	131·10	129·25	129·70	130·00	129·45
6	131·70	129·70	129·00	132·50	139·25	134·10	132·60	131·00	129·25	129·70	130·00	129·35
7	132·35	129·60	128·95	132·50	139·10	134·10	132·35	130·85	129·35	129·70	130·00	129·35
8	133·00	129·50	128·85	132·35	138·85	134·10	132·20	130·75	129·35	129·70	130·00	129·35
9	132·95	129·45	128·85	132·20	138·75	134·10	132·00	130·70	129·25	129·60	129·85	129·25
10	132·85	129·45	128·85	132·20	138·15	134·00	131·95	130·50	129·10	129·60	129·75	129·25
11	132·70	129·45	128·85	132·35	138·10	134·00	131·85	130·35	129·10	129·70	129·70	129·35
12	132·45	129·35	128·75	133·20	138·00	133·95	131·75	130·35	129·10	129·70	129·70	129·35
13	132·10	129·35	128·70	133·60	137·75	133·85	131·60	130·35	129·10	129·70	129·60	129·35
14	131·95	129·45	128·60	134·35	137·50	133·85	131·35	130·25	129·00	129·75	129·50	129·35
15	131·95	129·50	128·60	135·10	137·10	133·85	131·35	130·20	128·85	129·70	129·50	129·45
16	131·95	129·50	128·60	135·85	136·85	133·85	131·35	130·00	128·75	129·60	129·15	129·25
17	131·85	129·60	128·50	136·85	136·70	133·75	131·60	129·95	128·85	129·70	129·35	129·20
18	131·70	129·60	128·15	137·35	136·50	133·70	131·60	129·85	128·85	129·75	129·15	129·10
19	131·60	129·60	128·15	137·75	136·50	133·60	131·60	129·85	128·85	129·85	129·45	129·00
20	131·50	129·50	128·15	138·35	136·25	133·50	131·60	129·75	129·00	129·85	129·50	128·95
21	131·45	129·50	128·45	139·00	136·20	133·45	131·60	129·60	129·00	129·85	129·70	128·85
22	131·25	129·45	128·15	139·50	136·10	133·35	131·60	129·50	129·00	129·95	129·75	128·75
23	131·20	129·45	128·15	140·00	136·00	133·25	131·60	129·35	129·00	130·10	129·75	128·75
24	131·00	129·35	128·50	140·35	135·85	133·25	131·60	129·35	128·95	130·10	129·85	128·75
25	130·95	129·50	128·50	140·50	135·70	133·25	131·60	129·35	128·95	130·35	130·00	128·85
26	130·95	129·50	128·50	140·35	135·35	133·25	131·60	129·25	129·00	130·35	130·25	128·95
27	130·70	129·60	128·15	140·20	135·25	133·25	131·35	129·20	129·00	130·45	130·20	128·95
28	130·50	129·60	128·50	140·45	135·10	133·20	131·35	129·20	129·10	130·35	130·00	128·85
29	130·15	..	128·60	140·45	135·00	133·20	131·25	129·10	129·25	130·45	129·85	128·75
30	130·45	..	128·50	140·35	134·95	133·20	131·20	129·10	129·35	130·45	129·75	128·70
31	130·35	..	128·50	..	134·85	....	131·25	129·10	.....	130·45	..	128·60

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1887.

TABLE No. 221.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	128·50	127·95	128·20		137·60	136·25	131·50	129·45	127·60	126·20	126·85	126·70
2	128·45	128·00	128·20		137·85	135·85	131·35	129·25	127·60	126·25	126·75	126·75
3	128·35	128·10	128·10		138·10	135·85	131·25	129·20	127·50	126·25	126·85	126·75
4	128·25	128·20	128·10		138·60	135·75	131·10	129·10	127·50	126·25	126·85	126·85
5	128·20	128·20	128·10		139·10	135·60	131·10	129·00	127·45	126·35	126·75	127·25
6	128·20	128·10	128·10		139·60	135·45	131·00	129·10	127·35	126·45	126·75	127·45
7	128·20	128·10	128·10		140·10	135·35	130·95	129·00	127·35	126·60	126·85	127·50
8	128·10	128·20	128·10		140·50	135·25	130·85	129·00	127·25	126·60	126·85	127·50
9	128·10	128·20	128·00		140·85	135·10	130·75	128·95	127·20	126·45	126·75	127·60
10	128·10	128·25	128·00		141·10	134·95	130·75	128·95	127·10	126·45	126·75	127·70
11	128·00	128·25	128·00		141·35	134·75	130·75	128·85	127·00	126·50	126·85	127·95
12	128·00	128·20	127·95		141·35	134·60	130·70	128·85	127·10	126·45	126·75	128·00
13	127·95	128·25	127·95		141·35	134·50	130·85	128·85	127·00	126·45	126·75	127·95
14	127·95	128·35	127·85		141·35	134·35	130·85	128·85	127·00	126·45	126·70	127·95
15	127·95	128·35	127·85		141·25	134·20	130·85	128·75	127·00	126·35	126·75	12 ·00
16	127·95	128·45	127·85		141·10	134·00	130·95	128·70	126·95	128·25	126·75	127·85
17	127·85	128·45	127·85		140·75	133·70	130·95	128·50	126·85	126·25	126·85	127·85
18	127·75	128·35	127·85		140·35	133·35	131·00	128·45	126·75	126·25	126·75	127·75
19	127·75	128·35	127·85		140·10	133·35	130·85	128·35	126·70	126·35	126·60	127·70
20	127·75	128·35	127·85		139·60	133·20	130·75	128·25	126·70	126·45	126·70	127·60
21	127·75	128·35	127·85		139·00	132·95	130·70	128·20	126·60	126·45	126·75	127·50
22	127·70	128·35	127·85		138·75	132·85	130·50	128·10	126·60	126·35	126·85	127·45
23	127·75	128·35	127·85		138·35	132·75	130·35	127·95	126·60	126·25	126·85	127·35
24	127·85	128·35	127·75		138·00	132·50	130·25	127·85	126·50	126·35	126·85	127·35
25	127·85	128·25	127·75		137·60	132·45	130·20	127·95	126·45	126·45	126·85	127·35
26	127·95	128·25	127·75		137·25	132·25	130·20	127·85	126·35	126·45	126·85	127·25
27	127·95	128·20	127·75		136·85	132·20	130·10	127·75	126·35	126·50	126·85	127·25
28	127·95	128·20	127·75		136·85	132·00	129·85	127·75	126·35	126·50	126·85	127·25
29	127·95		127·75		136·70	131·85	129·75	127·70	126·25	126·70	126·75	127·25
30	127·85		127·70		136·50	131·70	129·70	127·60	126·20	126·75	126·70	127·20
31	127·85		127·70		136·35		129·60	127·50		126·85		127·20

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1888.

TABLE No. 222.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	127·10	126·60	126·25	127·60	133·20	138·25	135·35	130·45	128·95	128·35	128·20	130·45
2	127·10	126·60	126·25	127·75	133·15	138·25	135·10	130·35	128·95	128·45	128·20	130·35
3	127·10	126·60	126·25	127·95	133·75	138·20	134·85	130·25	128·85	128·45	128·25	130·45
4	127·10	126·60	126·25	128·10	134·00	138·10	134·60	130·10	128·85	128·35	128·45	130·25
5	127·10	126·60	126·25	128·25	134·45	138·00	134·50	130·00	128·75	128·35	128·85	130·20
6	127·00	126·60	126·25	128·45	134·75	137·85	134·35	129·85	128·70	128·35	129·10	130·20
7	127·00	126·60	126·20	128·95	134·75	137·75	134·20	129·85	128·45	128·35	129·35	130·00
8	127·00	126·60	126·20	129·45	134·85	137·70	133·85	129·75	128·45	128·35	129·35	129·85
9	127·00	126·50	126·20	129·70	135·00	137·45	133·35	129·70	128·45	128·25	130·10	129·75
10	127·00	126·50	126·20	130·00	135·35	137·25	133·10	129·50	128·35	128·10	131·00	129·60
11	127·00	126·50	126·20	130·20	135·50	137·00	132·85	129·35	128·25	127·85	131·35	129·70
12	127·00	126·45	126·20	130·35	135·85	136·75	132·60	129·25	128·25	127·60	131·60	129·70
13	127·00	126·45	126·20	130·50	136·85	136·75	132·35	129·20	128·25	127·85	131·85	129·75
14	126·95	126·45	126·20	130·50	137·45	136·75	132·35	129·25	128·20	128·00	131·60	130·10
15	126·95	126·45	126·10	130·60	138·35	137·00	132·35	129·10	128·20	128·00	131·35	130·35
16	126·95	126·35	126·10	130·75	138·95	137·00	132·25	129·00	128·10	127·95	131·25	130·00
17	126·85	126·35	126·10	130·85	139·50	137·20	132·10	129·10	128·10	127·95	131·20	129·70
18	126·85	126·35	126·10	130·00	140·20	137·35	131·85	129·00	128·10	127·95	131·00	129·50
19	126·85	126·25	126·10	131·10	140·50	137·35	131·85	128·95	128·20	127·85	130·95	129·45
20	126·85	126·25	126·10	131·10	140·50	137·35	131·60	128·85	128·35	128·10	130·85	129·35
21	126·85	126·25	126·20	131·10	140·50	137·35	131·45	128·70	128·45	128·10	130·75	129·20
22	126·75	126·25	126·20	131·20	140·50	137·10	131·45	128·70	128·60	128·10	130·60	129·00
23	126·75	126·25	126·25	131·10	140·35	137·00	131·45	128·60	128·85	128·00	130·45	129·00
24	126·75	126·25	126·35	131·00	140·15	136·85	131·35	128·60	128·75	127·85	130·25	128·95
25	126·75	126·25	126·45	130·95	139·85	136·85	131·10	128·60	128·75	127·75	130·20	129·10
26	126·75	126·35	126·45	130·75	139·60	136·60	131·10	128·60	128·70	127·75	130·25	129·50
27	126·75	126·35	126·50	131·00	139·35	136·35	131·10	128·70	128·60	127·85	130·35	129·95
28	126·70	126·35	126·50	131·35	139·10	136·10	131·00	128·75	128·60	127·85	130·50	130·10
29	126·70	126·35	126·70	131·85	138·85	135·85	130·85	128·75	128·50	127·85	130·70	130·25
30	126·70		127·00	132·35	138·75	135·60	130·75	128·85	128·50	127·95	130·75	130·35
31	126·70		127·25		138·45		130·60	128·85		128·00		130·00

SESSIONAL PAPER No. 19a

Elevations of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1889.

Table No. 223.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	129·75	129·00	128·10	129·95		133·60	135·25	132·10	130·00	128·45	128·10	
2	129·60	128·95	128·10	129·95		134·85	135·20	131·95	129·85	128·35	128·00	
3	129·60	128·95	128·00	129·85		134·95	135·20	131·85	129·85	128·25	128·00	
4	129·50	128·85	128·00	129·75		135·60	135·10	131·75	129·75	128·25	127·95	
5	129·35	128·75	128·10	129·85		136·35	135·00	131·70	129·60	128·35	127·95	
6	129·35	128·75	128·10	130·00		137·20	134·95	131·70	129·50	128·35	127·85	
7	129·45	128·75	128·00	130·25		137·50	134·85	131·60	129·50	128·45	127·85	
8	129·45	128·75	128·00	130·50		137·70	134·75	131·50	129·45	128·45	127·85	
9	129·35	128·75	127·95	130·85		137·70	134·50	131·35	129·45	128·45	127·85	
10	129·60	128·70	127·95	131·25		137·70	134·20	131·25	129·35	128·45	127·85	
11	129·95	128·70	127·95	131·45		137·60	134·00	131·20	129·35	128·50	127·85	
12	129·95	128·70	127·95	131·60		137·50	133·85	131·10	129·25	128·50	127·85	
13	129·75	128·70	127·95	131·85		137·35	133·85	131·00	129·20	128·50	127·85	
14	129·60	128·60	127·95	131·85		136·95	133·75	130·85	129·10	128·50	127·85	
15	129·45	128·60	127·95	131·60		136·75	133·75	130·70	129·10	128·50	127·85	
16	129·35	128·50	127·85	131·50		136·60	133·70	130·60	129·00	128·50	127·85	
17	129·60	128·50	127·85	131·45		136·60	133·70	130·70	128·95	128·50	127·85	
18	129·75	128·50	127·85	131·45		136·35	133·60	130·70	128·85	128·50	127·85	
19	129·95	028·50	128·00	131·50		136·10	133·50	130·60	128·85	128·50	127·85	
20	129·95	128·50	128·10	131·85		136·00	133·35	130·60	128·75	128·50	128·10	
21	130·00	128·50	128·25	132·60		135·95	133·25	130·50	128·75	128·50	128·60	
22	129·95	128·45	128·60	132·75		135·75	133·10	130·50	128·70	128·50	128·85	
23	129·70	128·45	128·95	133·00		135·60	133·00	130·50	128·70	128·45	129·10	
24	129·45	128·35	129·45	133·35		135·60	132·95	130·50	128·60	128·35	129·25	
25	129·35	128·25	130·00	133·60		135·60	132·85	130·45	128·50	128·25	129·35	
26	129·35	128·25	130·20	134·10		135·60	132·75	130·35	128·50	128·20	129·35	
27	129·25	128·20	130·25	134·60		135·60	132·60	130·35	128·50	128·20	129·25	
28	129·25	128·20	130·25	135·00		135·50	132·50	130·25	128·50	128·20	129·25	
29	129·20		130·20	135·60		135·35	132·35	130·20	128·50	128·20	129·35	
30	129·10		130·10	136·10		135·35	132·25	130·10	128·50	128·20	129·35	
31	129·10		130·10				132·20	130·10		128·10		

Elevations of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1890.

Table No. 224.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	130·95	130·75	130·00	130·60	136·35	138·85	135·85	131·75	131·00	129·80	129·20	128·90
2	130·50	130·70	130·20	130·50	136·70	139·00	135·70	131·50	131·00	129·70	129·20	128·90
3	130·60	130·60	130·35	130·35	136·85	139·00	135·50	131·45	130·95	129·80	129·20	128·80
4	130·70	130·60	130·35	130·45	137·00	139·00	135·50	131·45	131·00	129·80	129·15	128·80
5	130·75	130·60	130·35	131·25	137·20	138·85	135·35	131·45	131·25	129·70	129·15	128·80
6	130·95	130·50	130·35	131·85	137·35	138·70	135·20	131·45	131·35	129·70	129·05	128·80
7	131·20	130·50	130·35	132·20	137·70	138·70	135·00	131·35	131·35	129·65	128·95	128·90
8	131·20	130·45	130·25	132·85	137·70	138·50	134·85	131·35	131·20	129·70	128·95	128·90
9	131·25	130·45	130·20	133·20	137·70	138·35	134·70	131·35	131·20	129·70	128·95	128·90
10	131·35	130·45	130·10	133·60	137·85	138·25	134·35	131·35	131·00	129·65	128·95	128·80
11	131·35	130·45	130·00	133·95	137·85	138·20	134·35	131·35	131·00	129·65	129·30	128·80
12	131·35	130·45	130·10	134·20	137·85	138·00	134·00	131·20	131·10	129·55	129·45	128·80
13	131·20	130·35	130·20	134·70	137·85	137·95	133·85	131·00	131·25	129·55	129·30	128·70
14	131·20	130·25	130·35	135·20	137·85	138·00	133·70	131·00	131·35	129·45	129·30	128·70
15	131·20	130·50	130·50	135·50	137·75	138·35	133·70	131·00	131·35	129·55	129·30	128·70
16	131·20	130·60	130·60	135·70	137·70	138·35	133·35	130·95	131·10	129·45	129·15	128·70
17	131·20	130·60	130·60	135·70	137·35	138·50	133·20	130·95	131·00	129·55	129·15	128·65
18	131·10	130·70	130·60	135·70	137·20	138·50	133·00	130·85	130·85	129·65	129·30	128·65
19	131·10	130·60	130·60	135·70	137·10	138·50	132·85	130·85	130·70	129·55	129·30	128·65
20	131·00	130·50	130·70	135·70	137·35	138·45	132·70	130·75	130·70	129·45	129·30	128·70
21	131·00	130·45	130·70	135·85	137·70	138·20	132·70	130·75	130·50	129·55	129·15	128·70
22	131·00	130·35	130·60	135·70	137·75	138·00	132·70	131·00	130·50	129·55	129·15	128·70
23	130·95	130·25	130·60	135·60	137·95	137·85	132·60	131·20	130·35	129·45	129·15	128·70
24	130·85	130·20	130·60	135·60	138·00	137·35	132·50	131·20	130·35	129·45	129·30	128·65
25	130·85	130·10	130·50	135·60	138·00	137·35	132·50	131·20	130·25	129·45	129·15	128·65
26	130·85	130·00	130·50	135·60	138·00	137·00	132·35	131·10	130·25	129·55	129·05	128·65
27	130·75	129·95	130·60	135·70	138·20	136·70	132·35	131·00	130·20	129·55	128·95	128·65
28	130·75	129·85	130·60	135·85	138·20	136·35	132·20	131·10	130·10	129·45	128·95	128·65
29	130·85		130·60	136·00	138·35	136·20	132·10	131·00	130·00	129·30	128·90	128·65
30	130·85		130·70	136·20	138·50	136·00	132·00	130·85	129·85	129·30	128·95	128·65
31	131·00		130·70		138·70		132·00	130·85		129·30		128·65

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1891.

TABLE No. 225.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	128·70	128·30	128·45	134·30	138·80	134·95	130·95	131·85	130·35	129·00	128·60	132·85
2	128·70	128·20	128·55	134·30	138·80	134·80	130·85	131·85	130·35	129·00	128·60	132·85
3	128·70	128·15	128·55	133·95	138·80	134·55	130·85	131·85	130·35	128·85	128·70	132·85
4	128·80	128·15	128·65	133·90	138·80	134·45	130·75	131·75	130·35	128·85	128·50	132·60
5	128·80	128·05	128·65	133·95	138·80	134·05	130·70	131·75	130·35	128·85	128·35	132·85
6	128·80	128·05	128·65	133·90	138·80	134·05	130·60	131·85	130·35	128·75	128·35	132·85
7	128·80	128·05	128·65	133·30	138·80	133·80	130·50	131·95	130·35	128·70	128·35	132·85
8	128·80	127·95	128·65	133·30	138·80	133·70	130·45	131·85	130·45	128·75	128·35	132·70
9	128·70	127·95	128·65	133·15	138·70	133·55	130·35	131·75	130·45	128·85	128·20	132·70
10	128·70	127·95	128·70	133·15	138·65	133·30	130·35	131·60	130·45	129·20	128·20	132·70
11	128·65	127·90	128·80	133·15	138·55	133·15	130·20	131·35	130·35	129·35	128·20	132·60
12	128·65	127·90	128·80	133·30	138·45	133·05	130·10	131·20	131·35	129·35	128·10	132·50
13	128·65	127·90	128·90	133·80	138·40	132·80	130·10	131·10	130·35	129·50	128·00	132·35
14	128·65	127·90	128·90	134·05	137·80	132·30	130·35	130·85	130·10	129·60	127·95	132·20
15	128·55	127·80	128·95	134·30	137·80	132·30	130·35	130·60	130·10	129·70	127·95	132·10
16	128·55	127·80	129·80	134·80	137·55	132·30	130·35	130·60	130·00	129·70	127·95	131·85
17	128·55	127·80	129·90	135·15	137·30	132·20	130·35	130·50	129·95	129·35	128·35	131·85
18	128·55	127·80	129·95	135·30	137·30	132·15	130·35	130·35	129·95	129·20	128·75	131·70
19	128·45	127·80	130·05	135·80	137·30	132·05	130·50	130·35	129·85	129·20	128·85	131·85
20	128·45	127·70	130·05	136·05	137·15	131·95	130·60	130·20	129·85	129·10	128·85	131·85
21	128·45	127·70	130·30	136·55	137·05	131·90	130·70	130·20	129·85	129·10	129·35	131·85
22	128·45	127·70	130·30	136·80	136·80	131·80	130·85	130·20	129·70	129·20	129·85	131·75
23	128·45	127·70	130·30	137·15	136·80	131·80	131·10	130·20	129·70	129·10	130·35	131·85
24	128·55	127·80	131·30	137·45	136·30	131·80	131·35	130·20	129·60	129·00	130·85	131·85
25	128·55	127·95	132·30	138·15	136·30	131·55	131·35	130·30	129·50	129·00	131·35	131·75
26	128·55	128·30	132·80	138·55	136·15	131·30	131·35	130·50	129·35	129·00	131·85	131·70
27	128·45	128·30	132·95	138·55	136·05	131·30	131·60	130·50	129·35	128·85	132·35	131·60
28	128·45	128·30	133·15	138·80	135·80	131·15	131·85	130·50	129·35	128·85	132·35	131·70
29	128·45		133·30	138·80	135·55	131·05	131·60	130·45	129·10	128·85	132·85	131·75
30	128·40		133·80	138·80	135·45	131·05	131·60	130·35	129·10	128·85	132·85	131·75
31	128·40		134·30		135·30		131·85	130·35		128·75		131·75

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1892.

TABLE No. 226.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	131·70	130·35	129·85	128·00	132·35	133·00	134·35	130·00	129·70	129·10	128·70	131·85
2	131·70	130·35	129·85	128·20	132·35	133·00	134·35	129·85	129·50	129·00	128·60	131·70
3	131·70	130·20	129·85	128·20	132·50	133·10	134·35	129·85	129·35	129·00	128·35	131·50
4	131·60	130·20	129·75	130·35	132·60	133·20	134·35	129·70	129·20	129·00	128·70	131·35
5	131·70	130·20	129·75	131·35	132·70	133·20	134·00	129·70	129·00	129·10	128·75	131·20
6	131·60	130·20	129·75	132·85	132·85	133·20	133·85	129·60	129·00	129·10	128·85	131·00
7	131·50	130·10	129·85	134·35	132·85	133·35	133·35	129·60	128·85	129·00	128·70	130·95
8	131·50	130·10	129·85	134·85	133·00	133·35	133·35	129·60	128·75	129·00	128·75	130·75
9	131·50	130·10	129·85	134·35	133·20	133·35	132·85	129·60	128·70	129·10	128·95	130·60
10	131·50	130·20	129·70	134·35	133·20	133·35	132·35	129·60	128·60	129·10	128·95	130·50
11	131·50	130·20	129·50	134·35	133·35	133·35	132·35	129·50	128·60	129·10	128·85	130·45
12	131·15	130·20	129·35	134·25	133·35	133·35	132·35	129·85	128·50	129·10	128·85	130·35
13	131·35	130·20	129·25	133·85	133·35	133·35	132·10	130·10	128·35	129·10	128·85	130·20
14	131·35	130·20	129·10	133·35	133·35	133·20	132·10	130·00	128·35	129·10	128·85	130·20
15	131·35	130·20	129·00	133·20	133·25	133·20	131·85	130·00	128·35	129·00	128·85	130·20
16	131·35	130·10	128·95	132·85	133·20	133·20	131·35	129·85	128·10	128·95	129·00	130·10
17	131·35	130·10	128·95	132·85	133·10	133·00	131·35	129·85	128·10	128·85	129·85	130·10
18	131·35	130·10	128·95	132·35	133·00	133·00	131·10	129·85	128·35	128·85	130·35	130·10
19	131·35	130·10	128·85	132·00	132·95	133·00	131·00	130·00	128·50	128·85	130·85	130·00
20	131·20	130·10	128·85	131·85	132·85	133·00	131·00	130·20	128·60	128·85	131·35	130·00
21	131·20	130·00	128·85	131·35	132·85	133·00	130·85	130·35	128·70	128·85	131·85	130·00
22	131·20	130·00	128·85	131·20	132·85	134·35	130·85	130·35	128·85	128·75	132·00	129·95
23	131·00	130·00	128·85	131·35	133·35	134·35	130·75	130·35	128·95	128·75	132·20	129·85
24	130·85	129·95	128·75	131·35	133·35	134·35	130·75	130·35	129·00	128·75	132·35	129·75
25	130·75	129·95	128·75	131·35	133·35	134·20	130·70	130·20	129·00	128·75	132·35	129·70
26	130·70	129·95	128·70	131·35	133·35	134·20	130·50	130·20	129·10	128·70	132·35	129·70
27	130·70	129·95	128·50	131·85	133·35	134·20	130·35	130·10	129·10	128·70	132·35	129·60
28	130·50	129·95	128·45	131·85	133·35	134·35	130·25	130·00	129·00	128·85	132·20	129·50
29	130·35	129·85	128·20	132·10	133·20	134·35	130·10	130·00	129·10	128·85	132·20	129·35
30	130·35		128·10	132·35	133·10	134·35	130·00	130·00	129·10	128·85	132·00	129·35
31	130·35		128·10		133·00		130·00	129·85		128·85		129·35

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1893.

TABLE No. 227.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1		127·60	127·35	128·35	133·35	139·00	135·10	131·00	131·10	128·35	129·85	129·35
2		127·60	127·35	128·70	133·85	138·85	134·35	130·85	130·85	128·35	129·95	129·35
3		127·50	127·10	129·00	133·85	138·70	134·35	130·85	130·60	128·60	129·95	129·35
4		127·50	127·00	129·35	134·10	138·50	134·10	130·85	129·85	128·70	129·95	129·35
5		127·50	127·00	129·50	136·35	138·35	133·85	130·75	129·60	128·85	129·95	129·25
6		127·45	126·95	129·70	137·00	138·35	133·85	130·85	129·50	128·85	129·95	129·25
7		127·45	126·95	129·85	137·35	138·35	133·60	130·85	129·20	128·85	130·00	129·25
8		127·45	126·85	130·35	137·85	138·35	133·35	130·85	129·20	128·85	130·00	129·20
9		127·45	126·85	130·85	137·85	138·20	133·35	130·75	129·20	128·85	130·00	129·20
10		127·45	126·95	131·35	138·00	138·20	133·35	130·70	129·00	128·85	129·85	129·20
11		127·35	127·00	131·60	138·00	138·00	133·10	130·35	129·00	128·85	129·75	129·10
12		127·35	127·00	131·85	137·95	138·00	133·10	130·35	128·85	128·75	129·70	129·10
13		127·45	127·10	132·35	138·00	137·85	132·85	130·00	128·85	128·85	129·50	129·10
14		127·45	127·10	132·85	138·35	137·85	132·85	130·00	128·85	128·85	129·45	129·10
15		127·45	127·10	132·85	138·35	137·35	132·85	129·85	128·50	128·85	129·50	129·00
16		127·45	127·35	132·70	138·60	137·00	132·60	129·85	128·50	128·85	129·50	129·00
17		127·35	127·35	132·70	138·85	136·85	132·60	129·70	128·45	128·85	129·50	129·00
18		127·35	127·35	132·85	139·85	136·85	132·50	129·60	128·45	128·85	129·35	128·95
19		127·35	127·35	133·00	140·85	136·35	132·50	129·60	128·35	128·95	129·20	128·95
20		127·45	127·45	133·10	141·10	136·10	132·35	129·50	128·35	129·00	129·20	128·95
21		127·45	127·45	133·35	141·35	135·85	132·35	129·50	128·35	129·00	129·20	128·85
22		127·45	127·45	133·85	141·35	135·85	132·35	129·45	128·50	129·10	129·25	128·85
23		127·45	127·50	134·35	141·35	135·35	132·00	129·35	128·50	129·20	129·25	128·85
24		127·35	127·50	134·50	141·35	135·35	131·85	129·25	128·50	129·35	129·35	128·75
25		127·35	127·50	134·35	141·00	135·35	131·85	129·25	128·50	129·35	129·35	128·75
26		127·35	127·60	134·35	140·70	135·35	131·75	129·25	128·50	129·35	129·35	128·75
27		127·35	127·60	133·85	140·35	134·85	131·70	129·20	128·50	129·70	129·35	128·75
28		127·35	127·70	133·85	140·00	134·70	131·60	129·10	128·50	129·85	128·35	128·70
29			127·75	133·85	139·85	134·50	131·35	129·25	128·50	129·85	128·35	128·70
30			127·85	134·00	139·50	134·35	131·25	131·35	128·50	129·95	129·35	128·70
31			127·95		139·35		131·20	131·35		129·95		128·60

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1894.

TABLE No. 228.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	128·60	127·35	127·25	132·35	139·00	135·35	133·85	130·10	128·35	128·20	130·85	130·60
2	128·60	127·35	127·25	132·35	139·00	135·50	133·70	130·00	128·00	128·25	130·85	130·60
3	128·50	127·35	127·35	132·20	138·85	135·60	133·50	130·00	127·85	128·35	130·95	130·50
4	128·45	127·35	127·35	132·20	138·85	135·70	133·35	129·95	127·60	128·50	131·00	130·50
5	128·35	127·25	127·50	132·00	138·85	135·70	133·35	129·85	127·60	128·60	131·00	130·50
6	128·35	127·25	127·75	132·00	138·85	135·85	133·20	129·75	127·60	128·70	130·95	130·50
7	128·35	127·25	128·10	132·00	138·85	135·85	133·20	129·75	127·60	128·75	131·00	130·35
8	128·35	127·20	128·70	132·20	138·85	135·60	133·35	129·60	127·60	128·75	131·10	130·35
9	128·35	127·20	129·35	132·20	138·85	135·35	133·50	129·50	127·50	128·75	131·20	130·35
10	128·25	127·20	130·35	132·00	138·75	135·20	133·50	129·35	127·60	128·75	131·25	130·35
11	128·25	127·20	130·85	132·00	138·70	135·00	133·50	129·35	127·50	128·85	131·35	130·50
12	128·25	127·20	131·50	132·20	138·60	134·85	133·60	129·25	127·50	128·85	131·35	130·50
13	128·20	127·20	132·35	132·35	138·50	134·50	133·60	129·20	127·50	128·85	131·35	130·50
14	128·20	127·25	132·35	132·35	138·50	134·35	133·35	129·10	127·60	129·00	131·60	130·50
15	128·20	127·20	132·35	132·35	138·35	134·35	133·20	129·10	127·60	129·35	131·70	130·50
16	128·10	127·20	132·35	132·75	137·85	134·00	133·00	129·10	127·60	129·60	131·70	130·50
17	128·10	127·10	132·35	133·00	137·35	133·85	132·70	129·00	127·70	129·60	131·60	130·35
18	128·10	127·10	132·35	133·20	137·00	133·70	132·35	129·00	127·75	129·75	131·70	130·35
19	128·10	127·10	132·35	133·35	136·85	133·70	132·35	129·00	127·85	130·00	131·70	130·25
20	128·00	127·10	133·35	133·85	136·35	134·35	132·20	128·95	127·85	130·35	131·50	130·25
21	128·00	127·20	133·35	134·35	136·35	134·70	132·20	129·00	127·95	130·35	131·35	130·25
22	128·00	127·20	133·35	134·85	136·00	134·85	132·00	129·00	128·00	130·35	131·20	130·20
23	128·00	127·20	133·35	135·85	136·00	134·85	131·95	129·00	128·00	130·35	131·00	130·20
24	127·95	127·20	134·35	136·85	135·85	134·70	131·60	128·85	128·00	130·50	130·85	130·20
25	127·85	127·20	134·35	137·35	135·85	134·70	131·35	128·85	128·00	130·70	130·85	130·10
26	127·75	127·20	134·35	137·85	135·70	134·35	131·35	128·85	128·00	130·85	130·85	130·10
27	127·70	127·20	134·35	138·10	135·50	134·35	131·00	128·75	127·95	130·85	130·85	130·10
28	127·60	127·20	134·35	138·35	135·70	134·20	130·60	128·70	127·95	130·85	130·75	130·10
29	127·60		133·85	138·60	135·70	134·00	130·45	128·60	128·00	130·85	130·70	130·00
30	127·50		133·35	138·85	135·50	133·85	130·35	128·50	128·10	130·95	130·70	130·00
31	127·45		132·35		135·35		130·20	128·35		130·85		130·00

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1895.

TABLE No. 229.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	130·00	129·20	128·35	128·85	136·85	134·85	133·00	129·20	129·35	127·95	127·50	129·35
2	130·00	129·20	128·35	128·85	136·70	134·95	132·70	129·10	129·35	127·85	127·50	129·35
3	130·00	129·10	128·35	128·85	136·50	135·00	132·35	129·10	129·25	127·85	127·50	129·35
4	129·95	129·10	128·45	128·95	136·35	135·10	132·00	129·10	129·20	127·85	127·50	129·45
5	129·95	129·00	128·45	128·95	136·35	135·20	131·70	129·20	129·10	127·85	127·50	129·50
6	129·95	129·00	128·45	129·00	136·50	135·25	131·50	129·20	129·10	127·75	127·70	129·50
7	129·95	129·00	128·50	129·10	136·85	135·35	131·35	129·25	128·95	127·75	127·75	129·50
8	129·85	128·95	128·50	129·20	137·10	135·35	131·20	129·25	128·60	127·85	127·75	129·45
9	129·85	128·95	128·50	131·35	137·35	135·35	131·00	129·20	128·50	127·85	128·00	129·45
10	129·75	128·85	128·45	132·85	137·60	135·45	130·85	129·20	128·35	127·85	128·00	129·45
11	129·75	128·75	128·45	133·00	137·85	135·50	130·85	129·25	128·60	127·85	128·10	129·35
12	129·75	128·75	128·45	133·20	137·85	135·35	130·70	129·25	128·70	127·85	128·20	129·35
13	129·75	128·70	128·35	133·20	137·85	135·20	130·70	129·35	128·60	127·85	128·20	129·35
14	129·70	128·70	128·35	133·35	137·75	135·00	130·60	129·35	128·60	127·85	128·25	129·25
15	129·70	128·60	128·35	133·85	137·75	134·85	130·60	129·35	128·60	127·95	128·35	129·25
16	129·70	128·60	128·35	134·35	137·60	134·75	130·60	129·35	128·50	127·95	128·45	129·25
17	129·60	128·60	128·25	134·50	137·60	134·70	130·50	129·35	128·45	127·95	128·50	129·20
18	129·60	128·60	128·25	134·70	137·35	134·70	130·35	129·35	128·45	127·85	128·70	129·25
19	129·60	128·60	128·25	135·00	137·35	134·70	130·20	129·35	128·45	127·75	128·75	129·35
20	129·50	128·70	128·35	135·20	137·35	134·35	130·00	129·35	128·45	127·75	128·85	129·50
21	129·50	128·70	128·45	135·35	136·85	134·35	129·85	129·35	128·35	127·75	129·00	129·70
22	129·45	128·70	128·45	135·50	136·35	134·20	129·85	129·45	128·35	127·70	129·10	129·85
23	129·45	128·60	128·50	135·70	135·85	134·20	129·70	129·50	128·35	127·70	128·95	129·95
24	129·35	128·60	128·50	135·85	135·60	134·10	129·60	129·50	128·35	127·70	128·85	129·95
25	129·35	128·60	128·60	136·00	135·35	133·95	129·60	129·60	128·25	127·70	128·85	130·00
26	129·35	128·50	128·60	136·35	135·35	133·75	129·45	129·70	128·25	127·70	128·85	130·10
27	129·35	128·50	128·60	136·85	135·35	133·60	129·20	129·50	128·25	127·60	129·10	131·85
28	129·35	128·50	128·70	136·85	135·10	133·50	129·20	129·50	127·95	127·60	129·20	132·35
29	129·25	.....	128·75	136·85	134·85	133·35	129·20	129·50	127·85	127·60	129·25	132·85
30	129·25	.....	128·85	136·85	134·60	133·35	129·20	129·45	127·95	127·50	129·35	133·35
31	129·25	.....	128·85	.....	134·85	.....	129·20	129·35	.....	127·50	.....	133·85

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1896.

TABLE No. 230.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	133·85	131·35	130·70	129·35	138·35	133·60	131·50	130·35	128·35	128·35	129·10	133·00
2	133·85	131·20	130·70	129·20	138·35	133·70	131·35	130·20	128·35	128·50	129·20	133·00
3	133·70	131·20	130·60	129·10	138·35	133·60	131·20	130·10	128·50	128·70	129·10	132·95
4	133·60	131·20	130·50	129·10	138·10	133·60	131·20	130·10	128·50	128·75	129·10	132·95
5	133·35	131·10	130·45	129·00	138·10	133·50	131·10	130·10	128·50	128·75	129·50	132·85
6	133·20	131·10	130·35	129·10	138·00	133·45	131·10	130·00	128·60	129·00	130·60	132·85
7	133·00	131·10	130·30	129·20	138·00	133·45	131·00	129·85	128·60	129·00	130·85	132·75
8	132·85	131·20	130·20	129·25	137·85	133·60	131·00	129·75	128·50	129·10	131·35	132·70
9	132·70	131·20	130·20	129·35	137·75	133·85	130·95	129·60	128·50	129·10	131·50	132·70
10	132·50	131·10	130·10	129·50	137·70	133·95	130·95	129·50	128·35	129·10	131·60	132·70
11	132·35	131·10	130·10	130·85	137·70	134·00	130·85	129·50	128·35	129·10	131·75	132·70
12	132·35	131·10	130·00	131·35	137·70	134·35	130·95	129·50	128·35	129·10	131·95	132·60
13	132·35	131·00	130·00	132·35	137·50	134·35	130·95	129·45	128·35	129·10	132·35	132·50
14	132·20	131·00	129·95	133·85	137·50	134·00	131·00	129·45	128·35	129·20	132·35	132·45
15	132·20	130·95	129·95	135·00	137·50	134·00	131·00	129·35	128·35	129·25	132·35	132·35
16	132·00	130·95	129·85	136·00	137·35	133·70	130·95	129·35	128·35	129·25	132·35	132·25
17	131·85	130·85	129·85	136·35	137·50	133·70	130·85	129·35	128·35	129·20	132·35	132·20
18	131·85	130·85	129·85	136·85	137·35	133·35	130·85	129·25	128·35	129·20	132·35	132·20
19	131·70	130·75	129·75	137·85	137·35	133·20	130·85	129·25	128·35	129·25	132·20	132·10
20	131·70	130·75	129·75	138·35	137·00	133·00	130·75	129·25	128·35	129·25	132·20	132·00
21	131·60	130·70	129·75	138·85	136·70	132·85	130·85	129·10	128·35	129·10	132·20	131·95
22	131·60	130·70	129·70	139·35	136·35	132·70	130·85	129·00	128·45	129·10	132·35	131·85
23	131·50	130·60	129·70	139·60	135·85	132·50	130·95	128·85	128·45	129·10	132·45	131·85
24	131·50	130·60	129·70	139·35	135·35	132·35	130·85	128·85	128·45	129·10	132·50	131·85
25	131·50	130·50	129·60	139·10	134·85	132·35	130·70	128·85	128·45	129·10	132·50	131·85
26	131·35	130·50	129·60	138·95	134·35	132·35	130·70	128·85	128·50	129·10	132·60	131·75
27	131·35	130·50	129·50	138·85	134·00	132·20	130·50	128·75	128·50	129·10	132·70	131·70
28	131·35	130·50	129·45	138·70	133·70	132·00	130·50	128·75	128·50	129·10	132·85	131·60
29	131·45	130·70	129·35	138·35	133·75	131·85	130·35	128·70	128·35	129·10	132·85	131·50
30	131·35	.....	129·35	138·35	133·70	131·70	130·35	128·60	128·25	129·00	132·85	131·45
31	131·35	.....	129·35	.....	133·70	.....	130·35	128·50	.....	129·00	.....	131·45

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1897.

TABLE No. 231.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	131·45	130·75	129·00	131·35	139·35	137·35	133·35	130·50	129·85	128·10	129·10	129·25
2	131·45	130·75	128·95	131·50	139·50	137·00	133·20	130·45	129·95	128·10	129·10	129·25
3	131·35	130·75	128·95	131·70	139·60	136·85	132·85	130·35	129·85	128·10	129·35	129·35
4	131·35	130·70	128·85	131·85	139·70	136·35	132·70	130·20	129·85	128·10	129·35	129·45
5	131·35	130·35	128·85	132·00	139·50	136·35	132·50	130·00	129·75	128·00	129·45	129·45
6	131·35	130·00	128·85	132·20	139·35	136·20	132·35	129·85	129·75	128·00	129·50	129·50
7	131·35	130·00	128·75	132·50	139·35	136·00	132·35	129·70	129·75	128·00	129·50	129·60
8	131·25	129·70	128·75	132·70	139·35	135·85	132·20	129·60	129·70	127·85	129·45	129·70
9	131·25	129·50	128·75	132·85	139·35	135·85	131·85	129·50	129·60	127·85	129·45	129·75
10	131·25	129·35	128·85	132·85	139·35	135·70	131·70	129·70	129·50	127·75	129·50	129·95
11	131·25	129·35	128·85	132·85	139·35	135·70	131·70	129·75	129·45	127·75	129·35	130·00
12	131·20	129·35	128·75	132·95	139·20	135·70	131·60	129·75	129·35	127·75	129·15	130·10
13	131·20	129·25	128·70	132·85	138·85	135·85	131·60	129·85	129·35	127·75	129·15	130·20
14	131·20	129·25	128·70	132·75	138·35	135·85	131·35	129·85	129·35	127·75	129·35	130·25
15	131·20	129·25	128·70	132·70	138·20	135·85	131·35	129·85	129·20	127·75	129·35	130·25
16	131·10	129·25	128·60	132·50	138·20	135·70	131·35	129·95	129·20	127·70	129·45	130·35
17	131·10	129·20	128·60	132·70	138·00	135·70	131·20	130·00	129·20	127·70	129·35	130·45
18	131·10	129·20	128·60	132·85	137·95	135·70	130·85	130·00	129·10	127·75	129·10	130·50
19	131·10	129·20	128·75	133·00	137·70	135·70	130·85	130·10	129·10	127·85	129·20	130·70
20	131·10	129·20	128·85	133·00	137·50	135·35	130·75	130·10	129·00	127·95	129·20	130·85
21	131·00	129·10	129·35	133·10	137·50	135·35	130·70	130·10	129·00	128·00	129·20	130·85
22	131·00	129·10	129·70	133·20	137·50	135·35	130·70	130·20	128·70	128·10	129·25	130·85
23	131·00	129·10	130·00	133·20	138·00	134·85	130·50	130·20	128·35	128·25	129·20	130·75
24	131·00	129·10	130·35	133·35	138·00	134·85	130·35	130·25	128·35	128·35	129·20	130·70
25	130·95	129·00	130·50	134·85	138·35	134·60	130·35	130·35	128·25	128·50	129·20	130·50
26	130·95	129·00	130·70	135·35	138·35	134·35	130·25	130·35	128·20	128·70	129·20	130·15
27	130·95	129·00	130·85	136·35	138·50	134·10	130·25	130·35	128·20	128·85	129·25	130·35
28	130·95	129·00	131·00	137·35	138·50	133·85	130·25	130·35	128·10	128·85	129·20	130·25
29	130·85		131·00	138·35	138·20	133·70	130·35	130·35	128·10	129·00	129·20	130·35
30	130·85		131·20	138·85	137·85	133·85	130·35	130·35	128·10	129·00	129·20	130·35
31			131·20		137·70		130·50	130·35		129·00		130·35

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1898.

TABLE No. 232.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	130·25	129·45	129·35	135·35	135·35	135·35	133·85	130·20	129·35	129·35	132·50	131·25
2	130·25	129·45	129·35	135·35	135·00	135·35	133·85	130·10	129·35	129·35	132·70	131·25
3	130·25	129·45	129·35	135·35	134·85	135·20	133·85	130·00	129·25	129·35	132·85	131·25
4	130·20	129·35	129·35	135·35	134·70	134·85	133·85	129·85	129·25	129·35	132·70	131·00
5	130·20	129·35	129·25	135·35	134·70	134·75	133·85	129·85	129·25	129·35	132·60	131·00
6	130·10	129·35	129·20	135·20	134·70	134·75	133·75	129·75	129·35	129·35	132·35	131·00
7	130·10	129·25	129·25	135·00	134·50	134·50	133·50	129·60	129·35	129·35	132·20	131·00
8	130·00	129·25	129·25	134·85	134·35	134·20	133·35	129·60	129·35	129·25	132·00	131·00
9	130·00	129·25	129·25	134·35	134·35	134·10	133·50	129·60	129·35	129·25	131·70	130·85
10	130·00	129·20	129·25	133·85	134·35	134·00	133·20	129·60	129·35	129·25	131·35	130·85
11	129·95	129·20	129·35	133·70	134·20	133·70	133·20	129·50	129·35	129·20	131·35	130·85
12	129·95	129·20	129·85	133·35	134·00	133·70	132·50	129·50	129·35	129·10	131·35	130·75
13	129·95	129·20	130·35	133·20	134·00	133·70	132·50	129·50	129·35	129·20	131·35	130·75
14	129·95	129·35	132·85	133·00	134·00	133·85	132·35	129·50	129·25	129·20	131·35	130·75
15	129·95	129·35	134·35	132·85	133·95	133·85	132·35	129·50	129·20	129·35	131·35	130·70
16	129·85	129·35	135·00	133·00	133·95	133·85	132·35	129·75	129·20	129·45	131·35	130·70
17	129·85	129·50	135·35	133·00	133·85	133·70	132·20	129·85	129·20	129·50	131·35	130·70
18	129·85	129·50	135·50	133·00	133·85	133·50	132·00	129·85	129·25	129·50	131·50	130·70
19	129·75	129·50	135·70	133·20	133·70	133·50	131·85	129·85	129·20	129·70	131·60	130·70
20	129·75	129·50	136·00	133·35	133·70	133·50	131·85	130·00	129·20	129·85	131·70	130·60
21	129·75	129·45	136·00	134·35	133·70	133·35	131·70	130·00	129·20	129·85	131·85	130·75
22	129·75	129·45	135·85	134·35	133·60	133·00	131·70	129·95	129·20	130·25	131·85	130·85
23	129·75	129·35	135·35	134·70	133·50	132·70	131·50	129·95	129·20	130·85	131·85	130·95
24	129·70	129·35	135·35	134·85	133·70	132·70	131·35	129·85	129·10	131·20	131·85	130·95
25	129·70	129·35	135·35	135·00	133·85	132·70	131·35	129·85	129·25	131·00	131·75	130·85
26	129·60	129·35	134·85	135·00	134·20	132·50	131·20	129·60	129·25	131·00	131·70	130·85
27	129·60	129·35	134·85	135·00	134·50	132·50	131·00	129·50	129·25	131·35	131·50	130·85
28	129·60	129·35	134·85	135·00	134·85	133·20	130·85	129·35	129·25	131·85	131·35	130·75
29	129·50		135·35	135·35	135·20	133·70	130·70	129·35	129·25	132·10	131·35	130·75
30	129·50		135·35	135·35	135·35	133·85	130·70	129·25	129·25	132·00	131·35	130·75
31	129·45		134·85		135·35		130·35	129·25		132·35		130·75

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1899.

TABLE No. 233

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	130·85	130·20	129·50	129·45	139·35	137·00	133·20	131·20	128·50	130·85	130·00	128·95
2	130·85	130·20	129·50	129·45	139·85	137·00	132·85	131·20	128·50	130·85	130·00	128·95
3	130·85	130·20	129·45	124·45	140·35	136·95	132·70	131·20	128·50	131·00	130·00	128·85
4	130·85	130·10	129·35	129·50	140·85	136·95	132·60	131·20	128·50	131·20	130·00	128·85
5	130·75	130·10	129·35	129·50	141·00	137·00	132·50	131·10	128·35	131·35	130·00	128·85
6	130·75	130·10	129·35	129·60	141·35	137·00	132·35	130·95	128·35	131·35	130·00	128·85
7	130·75	130·10	129·35	129·75	141·60	136·85	132·20	130·85	128·25	131·20	130·10	128·95
8	130·70	130·10	129·35	129·85	141·60	136·85	132·00	130·70	128·25	131·10	130·10	128·85
9	130·70	130·10	129·35	129·95	141·35	136·70	132·35	130·50	128·10	131·00	129·85	128·85
10	130·70	130·00	129·35	130·00	141·10	136·35	132·85	130·50	128·00	130·85	129·75	128·85
11	130·70	130·00	129·35	130·20	140·95	135·85	133·35	130·35	128·00	130·75	129·70	128·95
12	130·60	130·00	129·35	130·70	140·75	135·70	133·60	130·10	128·00	130·50	129·60	129·00
13	130·60	130·00	129·45	131·20	140·50	135·35	138·85	130·00	128·00	130·35	129·60	129·35
14	130·60	129·95	129·45	132·20	140·10	135·35	133·50	130·00	128·00	129·85	129·60	129·35
15	130·60	129·95	129·45	133·35	139·85	135·20	133·35	129·85	127·85	129·60	129·50	130·35
16	130·60	129·35	129·45	134·35	139·35	135·35	132·85	129·70	127·75	129·60	129·50	130·35
17	130·60	129·95	129·35	134·85	139·00	135·20	132·70	129·50	127·70	129·60	129·35	130·50
18	130·60	120·95	129·35	135·00	138·70	134·85	132·50	129·35	127·60	129·70	129·35	130·50
19	130·50	129·95	129·35	135·20	138·50	134·85	132·35	129·25	127·60	129·70	129·35	130·35
20	130·50	129·85	129·35	135·75	138·20	134·60	132·35	129·20	127·60	129·60	129·20	130·35
21	130·50	129·85	129·45	136·35	138·00	134·35	132·25	129·10	127·70	129·60	129·20	130·35
22	130·50	129·85	129·45	136·50	137·85	134·20	132·20	129·00	127·75	129·60	129·10	130·35
23	130·45	129·85	129·45	136·70	137·35	134·20	132·20	128·95	127·75	129·60	129·10	130·50
24	130·45	129·75	129·45	136·85	137·20	133·85	132·00	128·85	127·85	129·60	129·20	130·70
25	130·45	129·75	129·45	137·20	136·85	133·70	131·85	128·85	127·95	129·70	129·20	130·70
26	130·35	129·70	129·35	137·35	136·60	133·50	131·70	128·75	128·35	129·70	129·10	130·70
27	130·35	129·70	129·35	137·85	136·50	133·50	131·60	128·70	128·85	129·60	129·10	130·70
28	130·25	129·60	129·35	138·00	136·50	133·35	131·50	128·70	129·25	129·60	129·00	130·50
29	130·25	.....	129·35	138·60	136·60	133·35	131·35	128·60	129·50	129·70	129·00	130·50
30	130·25	.....	129·35	138·85	136·85	133·35	131·35	128·50	130·85	130·00	128·95	130·50
31	130·25	.	129·35		136·85	.....	131·20	128·50	..	130·00	...	130·50

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1900.

TABLE No. 234.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	130·35	128·85	129·35	129·35	137·35	133·95	131·10	132·85	130·10	130·10	130·35	131·00
2	130·35	128·85	129·35	129·70	136·85	133·95	131·10	132·50	130·00	130·10	130·35	131·00
3	130·20	128·85	129·35	129·85	136·85	134·35	131·20	132·70	129·85	130·20	130·35	131·10
4	130·10	128·75	129·35	129·95	136·35	134·85	131·50	132·35	129·60	130·20	130·35	131·20
5	130·10	128·75	129·20	130·00	136·35	134·85	131·85	132·35	129·60	130·20	130·35	131·20
6	130·00	128·75	129·20	131·70	136·35	134·85	131·85	132·35	129·60	130·10	130·35	131·25
7	130·00	128·75	129·20	133·00	136·35	134·85	131·95	132·35	129·50	130·20	130·35	131·25
8	129·85	128·85	129·20	132·70	136·00	134·60	132·00	132·60	129·50	130·20	130·50	131·10
9	129·85	128·85	129·20	132·35	136·00	134·35	132·20	132·70	129·45	130·10	130·70	130·95
10	129·85	129·35	129·10	132·35	136·00	134·20	132·70	132·35	129·35	130·20	130·70	130·70
11	129·75	129·50	129·10	132·35	136·10	134·00	132·85	132·10	129·35	130·20	130·35	130·50
12	129·75	129·50	129·00	132·35	136·00	133·85	133·00	132·00	129·35	130·35	130·00	130·35
13	129·75	129·70	129·00	132·35	135·70	133·70	133·10	131·95	129·35	130·50	129·85	130·35
14	129·70	130·00	128·95	132·35	135·50	133·35	133·35	131·85	129·35	130·60	129·85	130·25
15	129·70	130·20	128·85	132·20	135·50	133·35	133·00	131·85	129·35	130·60	129·85	130·25
16	129·70	130·35	128·85	132·35	135·20	133·20	133·00	131·70	129·35	130·85	129·85	130·20
17	129·70	130·35	128·85	132·60	135·10	132·00	133·50	131·70	129·50	131·00	129·70	130·20
18	129·70	130·35	128·75	132·85	135·35	132·85	134·35	131·70	129·60	131·00	129·70	130·20
19	129·75	130·35	128·75	133·85	135·50	132·70	134·50	131·50	129·70	131·00	129·75	130·20
20	129·75	130·35	128·75	134·35	135·45	132·60	134·35	131·35	129·70	130·85	130·35	130·10
21	129·75	130·35	128·70	135·00	135·35	132·35	134·00	131·20	129·85	130·70	131·00	130·10
22	129·85	130·35	128·70	135·85	135·25	132·00	133·85	131·20	129·85	130·50	132·00	130·10
23	129·85	130·20	128·50	136·35	135·20	132·00	133·50	131·20	130·00	130·35	133·00	130·20
24	129·75	130·00	128·35	136·70	135·00	131·85	133·35	131·10	130·20	130·35	132·50	130·20
25	129·75	129·85	128·35	136·85	134·85	131·50	133·00	130·85	130·20	130·35	132·10	130·20
26	129·60	129·70	128·20	137·60	134·35	131·35	133·35	130·85	130·10	130·35	131·85	130·10
27	129·15	129·50	128·10	137·60	134·20	131·20	133·35	130·70	130·00	130·35	131·60	130·10
28	129·20	129·35	128·35	137·60	134·20	131·00	133·35	130·60	130·10	130·20	131·35	130·10
39	129·10	.....	128·70	137·60	134·00	131·00	133·00	130·50	130·10	130·20	131·00	130·10
30	129·00		128·85	137·35	134·00	131·00	133·00	130·35	130·00	130·25	131·00	130·00
31	129·00		129·20	.	133·95	....	132·85	130·35	. . .	130·20	..	130·00

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1901.

TABLE No. 235.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	130·00	128·20	127·20	128·35	138·20	135·00	131·85	129·35	128·20	126·45	127·85	127·50
2	129·95	128·10	127·20	128·70	138·20	135·00	131·85	129·20	128·25	126·50	127·85	127·50
3	129·95	128·10	127·20	129·00	138·10	135·35	131·70	129·20	128·25	126·60	127·85	127·50
4	129·95	128·00	127·20	129·85	138·10	135·35	131·50	129·20	128·35	126·85	127·85	127·50
5	129·85	128·00	127·20	131·85	137·95	135·35	131·35	129·20	128·35	126·95	127·95	127·60
6	129·85	127·95	127·10	132·85	137·95	135·50	131·00	128·85	128·35	126·75	127·95	127·50
7	129·85	127·85	127·10	134·00	137·85	135·85	130·85	128·75	128·35	126·85	127·85	127·50
8	129·75	127·75	127·10	134·50	137·70	135·70	130·85	128·70	128·35	126·85	127·95	127·60
9	129·75	127·75	127·00	135·35	137·35	135·60	130·70	128·70	128·35	126·95	128·00	127·60
10	129·75	127·70	127·00	135·35	137·00	135·50	130·50	128·70	128·20	126·95	128·00	127·60
11	129·70	127·70	127·10	135·75	136·85	135·35	130·50	128·70	127·10	126·85	128·10	127·70
12	129·70	127·60	127·10	135·85	136·70	135·35	130·45	128·75	127·85	126·95	128·10	127·85
13	129·70	127·50	127·10	135·95	136·60	135·00	130·35	128·75	127·75	127·00	128·10	127·95
14	129·60	127·45	127·10	135·75	136·50	134·85	130·25	128·70	127·50	127·00	128·20	128·85
15	129·50	127·35	127·00	135·60	136·45	134·50	130·20	128·70	127·35	127·00	128·20	130·35
16	129·45	127·35	127·00	135·50	136·35	134·35	130·00	128·75	127·70	127·35	128·20	130·35
17	129·35	127·25	126·95	135·45	136·35	134·20	129·95	128·70	127·35	127·50	128·25	130·35
18	129·20	127·20	126·95	135·50	136·00	133·85	129·70	128·50	127·35	127·70	128·20	130·25
19	129·00	127·25	126·95	135·60	136·00	133·75	129·70	128·35	127·35	127·85	128·20	130·20
20	128·85	127·25	126·85	135·85	135·85	133·50	129·60	128·35	127·25	127·85	128·20	130·10
21	128·85	127·35	126·85	136·35	135·85	133·35	129·50	128·35	127·10	127·85	128·20	130·00
22	128·75	127·35	126·75	136·85	135·95	133·25	129·45	128·35	127·00	128·00	128·20	129·95
23	128·70	127·35	126·75	137·35	135·35	133·20	129·25	128·35	126·95	128·00	128·25	129·85
24	128·70	127·35	126·75	137·85	135·85	132·85	129·20	128·25	126·85	128·00	128·25	129·75
25	128·50	127·35	126·85	138·35	135·85	132·75	129·20	128·20	126·75	127·85	128·25	129·75
26	128·35	127·25	126·85	138·35	135·70	132·70	129·10	128·20	126·70	127·70	128·25	129·75
27	128·35	127·25	127·35	138·35	135·50	132·50	129·00	128·25	126·60	127·70	127·75	129·70
28	128·25	127·25	127·85	138·25	135·35	132·35	129·00	128·25	126·60	127·85	127·60	129·70
29	128·25	....	127·85	138·25	135·35	132·20	129·00	128·25	126·35	127·70	127·50	129·70
30	128·25	....	127·85	138·20	135·00	132·00	129·35	128·25	126·50	127·70	127·45	129·70
31	128·20	....	127·85	....	135·00	....	129·45	128·25	....	127·85	....	129·70

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1902.

TABLE No. 236.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	129·60	128·70	127·70	136·10	135·85	134·95	133·35	130·85	129·35	128·60	129·70	132·35
2	129·60	128·70	128·35	136·35	135·85	134·95	133·20	130·75	129·20	128·70	129·70	132·35
3	129·60	128·60	129·20	136·35	135·85	134·95	133·20	130·85	129·10	128·70	129·70	132·35
4	129·60	128·60	129·35	136·20	136·20	135·00	133·20	130·95	129·00	128·70	129·95	132·35
5	129·50	128·60	129·35	136·10	136·35	135·00	133·20	130·85	128·95	128·70	129·70	132·20
6	129·50	128·50	129·70	135·85	136·25	135·00	133·00	130·95	128·85	128·75	129·75	132·20
7	129·50	128·35	129·85	135·70	136·35	135·00	133·00	130·95	128·85	128·85	129·75	132·20
8	129·50	128·35	130·35	135·50	136·35	135·10	132·85	131·00	128·85	128·85	129·75	132·00
9	129·45	128·35	130·35	135·35	136·25	135·10	132·85	130·95	129·00	128·85	129·75	132·00
10	129·45	128·25	130·35	135·35	136·20	135·20	132·70	130·85	128·85	128·85	129·85	132·00
11	129·45	128·25	130·35	135·50	136·00	135·00	132·70	130·85	128·70	128·95	129·70	131·95
12	129·35	128·25	130·35	135·35	135·85	134·95	132·35	130·50	128·60	128·85	129·85	131·95
13	129·35	128·20	130·85	135·35	135·85	134·85	132·35	130·50	128·60	128·85	130·35	131·95
14	129·25	128·10	131·10	135·35	135·85	131·85	132·00	130·50	128·50	128·95	130·50	131·85
15	129·25	128·10	131·35	135·35	135·85	134·85	131·85	130·50	128·50	128·95	130·70	131·75
16	129·25	128·00	131·85	135·20	135·85	134·85	131·85	130·50	128·60	128·95	130·70	131·75
17	129·25	128·00	132·85	135·10	135·85	134·85	131·85	130·35	128·50	128·85	130·85	131·75
18	129·25	128·00	133·85	135·00	135·70	134·85	131·85	130·35	128·60	128·85	131·10	131·75
19	129·25	127·95	134·35	135·00	135·35	131·70	131·85	130·35	128·70	129·20	131·35	131·75
20	129·25	127·95	134·20	134·95	135·50	134·35	131·85	130·35	128·75	129·25	131·85	131·85
21	129·25	127·85	134·10	134·85	135·00	134·35	131·85	130·20	128·75	129·25	132·20	131·85
22	129·35	127·85	134·10	134·85	134·85	134·20	131·75	130·35	128·75	129·35	132·50	132·00
23	129·25	127·70	134·35	134·85	134·70	134·20	131·75	130·35	128·60	129·35	132·70	132·00
24	129·20	127·60	134·50	134·75	134·60	134·20	131·70	130·35	128·75	129·35	132·85	132·00
25	129·10	127·60	134·60	134·75	134·70	133·70	131·50	130·20	128·85	129·35	132·85	131·85
26	129·10	127·50	134·70	134·75	134·75	133·35	131·45	130·00	128·85	129·35	132·70	131·85
27	129·00	127·45	134·85	134·85	134·85	133·35	131·50	129·70	128·85	129·45	132·50	131·75
28	129·00	127·35	134·70	135·00	134·75	133·35	131·50	129·50	128·85	129·50	132·45	131·75
29	128·95	....	134·35	135·00	134·75	133·35	131·20	129·45	128·85	129·70	132·35	131·60
30	128·85	....	135·15	135·35	134·85	133·35	131·10	129·35	128·75	129·70	132·35	131·50
31	128·70	....	135·85	....	134·95	....	131·00	129·35	....	129·70	....	131·50

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1903.

TABLE No. 237.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	131·50	130·20	129·45	134·75	133·50	133·70	133·85	130·70	129·35	129·70	130·35	128·85
2	131·50	130·10	129·50	134·70	133·70	133·70	134·35	130·60	129·35	129·50	130·35	128·85
3	131·45	130·00	129·70	134·75	133·85	133·50	134·70	130·50	129·35	129·50	130·25	128·75
4	131·45	130·00	129·85	134·50	134·10	133·35	134·35	130·45	129·25	129·50	130·25	128·75
5	131·45	129·95	129·85	134·70	134·10	133·20	134·10	130·35	129·25	129·50	130·25	128·70
6	131·35	129·85	130·00	134·75	134·35	133·20	133·85	130·35	129·20	129·45	129·95	128·35
7	131·35	129·75	130·00	134·85	134·70	132·95	133·95	130·35	129·20	129·45	129·75	128·25
8	131·35	129·75	130·20	135·00	135·00	132·85	133·85	130·10	129·00	129·45	129·70	128·10
9	131·25	129·75	130·25	135·00	134·85	132·85	133·60	130·10	128·85	129·60	129·60	127·95
10	131·25	129·70	130·35	134·85	135·00	132·70	133·35	130·10	128·75	129·10	129·60	127·95
11	131·25	129·50	131·00	134·85	135·00	132·50	132·85	130·10	128·75	131·00	129·60	127·85
12	131·20	129·45	132·00	134·85	135·10	132·35	132·70	130·20	128·70	131·00	129·60	127·70
13	131·20	129·45	132·50	134·50	135·25	132·60	132·35	130·20	128·70	130·85	129·50	127·50
14	131·10	129·35	132·70	134·35	135·25	132·70	132·20	130·20	128·70	130·85	129·50	127·45
15	131·10	129·25	132·85	134·35	135·35	132·85	132·00	130·25	128·70	130·85	129·35	127·45
16	131·00	129·20	133·00	134·25	135·35	133·00	131·85	130·25	128·75	130·70	129·35	127·35
17	130·95	129·10	133·20	134·35	135·35	132·85	131·70	130·35	128·95	130·85	129·25	127·35
18	130·85	129·00	133·35	134·35	135·25	133·20	131·50	130·35	129·10	131·00	129·25	127·35
19	130·85	129·00	133·50	134·35	135·25	133·25	131·35	130·35	129·20	131·20	129·25	127·25
20	130·75	128·95	134·20	134·35	135·20	133·25	131·20	130·35	129·25	131·20	129·20	127·25
21	130·70	128·95	135·20	134·35	135·10	133·75	131·10	130·25	129·25	131·35	129·20	127·25
22	130·50	128·85	135·35	134·35	134·85	133·25	131·10	130·25	129·35	131·35	129·20	127·20
23	130·45	128·75	135·50	134·35	134·85	133·10	131·10	130·20	129·50	131·00	129·10	127·20
24	130·45	128·75	135·85	134·35	134·70	133·60	131·10	129·85	129·70	131·00	129·00	127·10
25	130·35	128·85	136·20	134·35	134·50	133·70	131·10	129·70	129·85	130·85	129·00	127·10
26	130·25	128·85	136·10	134·00	134·35	133·85	131·00	129·50	129·75	130·85	129·00	127·10
27	130·25	129·00	135·50	134·00	134·35	133·85	131·10	129·45	129·70	130·85	129·00	127·35
28	130·25	129·35	135·50	134·00	134·35	133·85	131·10	129·35	129·70	130·70	129·00	127·50
29	130·25	....	135·45	133·70	134·00	133·85	131·00	129·35	129·85	130·70	128·95	127·50
30	130·25	....	135·75	133·50	133·85	133·85	130·85	129·35	129·85	130·50	128·85	127·85
31	130·20	....	134·95	....	133·80	....	130·85	129·35	....	130·50	....	127·85

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1904.

TABLE No. 238.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	127·85	126·95	126·95	131·85	137·10	138·35	134·50	130·95	129·20	129·85	132·00	129·60
2	127·75	126·95	126·95	132·35	137·60	138·35	134·50	130·95	129·20	130·00	131·95	129·60
3	127·75	126·85	126·95	132·85	138·20	139·10	134·35	130·70	129·25	130·35	131·95	129·60
4	127·85	126·85	127·00	133·35	138·50	139·35	134·10	130·50	129·35	130·70	131·95	129·50
5	127·85	126·85	127·00	133·85	139·10	139·25	133·85	130·35	129·35	130·75	131·85	129·50
6	127·85	126·85	127·20	134·60	139·35	139·20	133·60	130·35	129·35	130·50	131·75	129·50
7	127·70	126·75	127·35	135·00	139·60	139·10	133·50	130·35	129·35	130·50	131·70	129·50
8	127·70	126·75	127·35	135·35	139·85	139·25	133·35	130·00	129·35	130·70	131·60	129·50
9	127·50	126·75	127·35	136·00	140·10	139·35	133·20	129·95	129·35	130·75	131·35	129·50
10	127·50	126·70	127·35	137·00	140·35	139·50	133·10	129·85	129·35	130·85	131·35	129·45
11	127·50	126·70	127·35	137·35	140·35	139·60	133·00	129·75	129·20	131·00	131·35	129·45
12	127·45	126·70	127·35	137·10	140·25	139·70	133·10	129·60	129·20	131·00	131·35	129·45
13	127·45	126·70	127·35	137·00	140·00	139·60	133·20	129·50	129·20	131·00	131·35	129·45
14	127·45	126·60	127·35	136·60	139·75	139·35	133·20	129·50	129·00	131·00	131·00	129·45
15	127·45	126·60	127·35	136·10	139·50	139·10	133·20	129·50	128·95	131·35	130·95	129·35
16	127·35	126·60	127·35	135·75	139·35	138·70	133·20	129·50	128·95	131·50	130·85	129·35
17	127·35	126·70	127·35	135·10	139·20	138·35	133·00	129·50	128·95	131·85	130·70	129·35
18	127·35	126·70	127·20	134·85	138·95	137·85	132·85	129·50	128·85	131·85	130·70	129·35
19	127·35	126·75	127·00	134·60	138·70	137·35	132·85	129·45	128·85	131·85	130·35	129·35
20	127·25	126·75	127·10	134·35	138·85	137·10	132·60	129·35	128·75	131·85	130·35	129·20
21	127·10	126·85	127·20	134·20	138·85	136·85	132·45	129·35	128·75	132·00	130·35	129·20
22	127·10	126·85	127·20	133·95	138·85	136·60	132·35	129·50	128·75	132·20	130·35	129·00
23	127·10	126·85	127·20	133·75	138·70	136·35	132·20	129·70	128·75	132·35	130·20	129·00
24	127·10	126·95	127·20	133·75	138·85	136·00	132·00	129·60	129·10	132·35	130·20	129·00
25	127·00	126·95	127·25	133·85	138·85	135·70	131·85	129·50	129·35	132·35	130·00	128·85
26	127·00	126·95	127·75	134·10	138·60	135·60	131·70	129·50	129·45	132·20	129·95	128·75
27	127·00	126·95	128·00	134·50	138·60	135·35	131·50	129·50	129·45	132·20	129·85	128·75
28	127·00	126·95	128·00	134·85	138·60	135·10	131·35	129·45	129·45	132·20	149·70	128·60
29	126·95	126·95	129·85	135·35	138·45	134·75	131·00	129·35	129·45	132·20	129·60	128·70
30	126·95	....	130·85	136·10	138·35	134·60	130·85	129·25	129·60	132·20	129·60	128·60
31	126·95	....	131·35	....	138·35	....	130·85	129·20	....	132·20	....	128·60

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1905.

TABLE No. 239.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	128·60	127·50	127·20	132·35	131·85	134·50	131·35	130·25	128·10	128·00	129·50	128·85
2	128·50	127·50	127·10	133·35	132·35	134·50	131·10	130·25	128·10	128·00	129·45	128·75
3	128·50	127·50	127·20	133·35	132·35	134·25	130·95	130·20	128·10	127·95	129·35	128·75
4	128·45	127·45	127·20	133·35	132·60	134·20	130·70	130·10	128·20	128·00	129·25	129·20
5	128·45	127·45	127·20	133·70	133·10	133·95	130·60	129·95	128·20	128·00	129·20	129·35
6	128·35	127·45	127·10	133·75	133·35	133·75	130·60	129·85	128·20	127·95	129·10	129·20
7	128·35	127·35	127·00	133·85	133·85	133·60	130·35	129·75	128·35	127·85	129·20	129·20
8	127·20	127·35	127·00	133·60	134·00	133·50	130·35	129·70	128·35	127·70	129·20	129·20
9	127·20	127·35	127·00	133·60	134·10	133·35	130·35	129·60	128·35	127·75	129·20	129·00
10	127·20	127·45	127·10	133·00	134·35	133·35	130·25	129·50	128·35	127·70	129·10	128·75
11	127·20	127·45	127·10	133·00	134·85	133·35	130·25	129·35	128·25	127·70	129·10	128·70
12	127·20	127·45	127·00	133·00	134·95	133·35	130·25	129·35	128·10	127·95	129·10	128·70
13	128·10	127·35	127·10	133·00	135·35	133·35	130·35	129·25	128·25	128·10	129·10	128·70
14	128·10	127·35	126·95	133·10	135·35	133·20	130·35	129·20	128·10	128·00	129·10	128·50
15	128·10	127·35	126·85	133·00	135·35	133·20	130·35	129·20	128·10	128·00	129·00	128·45
16	128·00	127·35	126·75	132·85	135·35	133·10	130·35	129·20	127·85	128·00	128·95	128·35
17	128·00	127·25	126·75	132·70	135·50	132·85	130·35	129·10	127·70	128·00	129·00	128·35
18	128·00	127·25	126·75	132·50	135·70	132·85	130·60	129·00	127·85	128·00	129·00	128·35
19	127·95	127·35	126·85	132·35	135·70	132·75	130·60	129·00	128·20	128·60	128·95	128·35
20	127·95	127·35	126·85	132·20	135·50	132·70	130·60	128·95	128·50	128·60	128·85	128·35
21	127·85	127·25	126·95	132·20	135·75	132·75	130·35	128·85	128·60	128·85	128·85	128·35
22	127·85	127·25	127·00	132·00	135·75	132·70	130·25	128·75	128·60	129·00	128·85	128·35
23	127·75	127·25	127·00	132·00	135·85	132·60	130·20	128·70	128·70	129·00	128·75	128·35
24	127·75	127·25	127·00	132·00	135·85	132·35	130·20	128·45	128·60	129·25	128·75	128·25
25	127·70	127·25	127·20	131·85	135·50	132·35	130·20	128·35	128·60	129·45	128·85	128·20
26	127·70	127·25	127·25	131·70	135·35	132·35	130·10	128·25	128·50	129·45	129·00	128·20
27	127·70	127·20	127·35	131·85	135·35	132·10	130·10	128·25	128·50	129·45	129·00	128·20
28	127·60	127·20	127·70	131·85	134·95	131·85	129·95	128·20	128·45	129·50	129·00	128·20
29	127·60	...	127·85	131·85	134·75	131·75	129·95	128·20	128·25	129·60	129·10	128·10
30	127·60	.....	129·20	131·60	134·70	131·60	129·95	128·10	128·10	129·50	128·85	128·10
31	127·50	.....	131·25	.....	134·60	.....	129·95	128·10	.....	129·45	.....	128·10

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1906.

TABLE No. 240.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	128·35	130·60	129·15	130·35	133·70	134·70	133·35	129·20	127·35	126·60	127·50	127·60
2	128·35	130·60	129·25	130·35	133·75	134·60	133·20	129·20	127·20	126·60	127·50	127·60
3	128·35	130·45	129·10	130·10	133·85	134·60	133·10	129·20	127·00	126·50	127·50	127·50
4	128·45	130·35	128·95	130·20	133·85	134·35	132·95	129·10	126·95	126·50	127·45	127·15
5	128·35	130·20	128·85	130·25	133·85	134·15	132·75	129·00	126·95	126·50	127·35	127·35
6	128·35	130·10	128·85	130·45	134·00	134·50	132·60	129·00	126·95	126·50	127·25	127·25
7	128·35	130·00	128·75	130·50	134·35	134·50	132·45	129·00	126·95	126·50	127·25	127·25
8	128·25	129·70	128·70	130·50	134·35	135·50	132·20	129·00	126·95	126·60	127·25	127·25
9	128·25	129·35	128·60	130·25	134·60	135·50	132·10	128·95	126·85	126·75	127·35	127·25
10	128·25	129·35	128·50	130·15	135·20	135·35	132·00	128·85	126·85	126·85	127·35	127·20
11	128·20	129·20	128·50	130·60	135·20	134·85	131·75	128·75	126·85	126·85	127·20	127·20
12	128·20	129·25	128·45	130·60	135·50	134·85	131·50	128·70	126·85	126·75	127·20	127·20
13	128·10	129·20	128·35	130·60	135·60	134·85	131·20	128·45	126·85	126·85	127·25	127·10
14	128·00	129·25	128·35	130·50	135·60	134·85	131·10	128·35	126·75	126·75	127·20	127·10
15	120·00	129·20	128·35	130·60	135·60	134·70	130·95	128·25	126·75	126·75	127·20	127·10
16	128·20	129·10	128·25	130·85	135·60	134·85	130·85	128·25	126·70	127·00	127·20	127·20
17	128·20	128·95	128·10	131·20	135·70	134·70	130·60	128·20	126·60	127·00	127·20	127·20
18	128·20	128·85	127·95	131·20	135·70	134·70	130·50	128·10	126·60	127·00	127·20	127·20
19	128·10	128·75	128·00	131·50	136·00	134·50	130·35	128·00	126·60	127·00	127·20	127·20
20	127·95	128·75	128·00	131·70	136·00	134·50	130·20	128·00	126·60	127·25	127·25	127·20
21	127·95	128·75	127·95	132·10	135·85	134·45	130·10	128·00	126·60	127·25	127·25	127·20
22	128·25	129·00	127·95	132·50	135·75	134·35	130·00	127·95	126·45	127·20	127·25	127·10
23	130·10	129·35	127·95	132·85	135·70	134·35	129·85	127·95	126·45	127·20	127·60	127·10
24	130·95	129·15	127·85	133·00	135·60	134·20	129·75	127·95	126·45	127·20	127·50	127·10
25	131·10	129·50	127·85	133·15	135·60	134·20	129·75	127·75	126·45	127·25	127·50	127·00
26	131·25	126·45	127·70	133·60	135·50	134·00	129·70	127·75	126·45	127·35	127·60	127·00
27	131·25	129·35	127·60	133·60	135·15	133·95	129·50	127·75	126·45	127·35	127·60	127·00
28	131·25	129·35	130·00	133·70	135·35	133·75	129·35	127·70	126·45	127·35	127·60	127·10
29	131·25	.	130·50	133·70	135·20	133·50	129·20	127·70	126·35	127·45	127·60	127·20
30	131·00	.....	130·75	133·70	134·85	133·50	129·20	127·70	126·50	127·45	127·60	127·25
31	130·85	.....	130·50	.....	134·70	.....	129·20	127·60	.....	127·50	.....	127·25

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1907.

TABLE No. 241.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	127·30	127·30	126·70	133·15	133·80	135·80	133·90	131·05	128·55	129·80	129·80	130·45
2	127·30	127·30	126·75	133·65	134·30	135·80	133·90	130·95	128·45	129·80	129·75	130·40
3	127·30	127·30	126·65	133·30	134·45	135·80	133·80	130·95	128·45	129·90	130·05	130·20
4	127·45	127·15	126·65	133·30	134·65	135·80	133·75	130·90	128·45	129·95	130·20	130·20
5	127·55	127·15	126·55	133·20	134·80	135·80	133·55	130·80	128·40	129·95	130·30	130·15
6	127·55	127·15	126·55	132·80	134·80	135·80	133·30	130·75	128·40	129·95	131·20	130·15
7	127·55	127·05	126·55	132·30	134·80	135·80	133·30	130·75	128·30	130·05	132·30	130·05
8	127·65	127·05	126·45	131·80	134·80	135·75	133·20	130·65	128·20	129·95	132·65	129·90
9	127·65	127·05	126·45	131·65	134·45	135·65	133·20	130·20	128·20	129·95	132·65	130·05
10	127·65	126·95	126·45	131·15	134·30	135·55	133·15	130·15	128·30	129·80	132·65	130·20
11	127·65	126·95	126·45	131·55	134·30	135·55	133·15	130·15	128·55	129·80	132·70	130·65
12	127·70	126·95	126·45	131·75	134·15	135·65	132·75	130·05	128·55	130·05	132·70	130·65
13	127·70	126·90	126·55	131·80	134·15	135·55	132·45	130·05	128·55	130·15	132·45	130·65
14	127·70	126·90	126·55	131·90	134·15	135·65	132·15	129·95	128·55	130·15	132·20	130·55
15	127·65	126·90	126·55	131·90	134·05	135·65	132·05	129·75	128·65	130·30	131·80	130·45
16	127·65	126·80	126·65	131·80	134·05	135·45	131·95	129·55	128·65	130·30	131·80	130·40
17	127·65	126·80	126·65	131·90	134·80	135·30	131·95	129·65	128·80	130·45	131·80	130·45
18	127·55	126·75	126·65	131·95	135·30	135·15	131·80	129·45	128·95	130·55	131·65	130·45
19	127·55	126·75	126·70	131·90	135·80	134·95	131·65	129·40	129·05	130·55	131·45	130·45
20	127·45	126·65	126·65	131·90	136·15	134·80	131·65	129·40	128·95	130·45	131·30	130·40
21	127·45	126·65	126·75	131·80	136·30	134·45	131·65	129·40	129·30	130·30	131·15	130·40
22	127·45	126·55	126·70	131·15	136·80	134·45	131·65	129·20	129·40	130·30	131·15	130·40
23	127·55	126·45	126·95	131·30	136·80	134·30	131·45	129·20	129·40	130·30	131·15	130·40
24	127·55	126·45	127·65	131·30	136·80	133·95	131·30	128·95	129·45	130·30	131·90	130·30
25	127·55	126·45	128·15	131·30	136·90	133·80	131·15	128·80	129·65	130·20	130·75	130·30
26	127·65	126·55	128·55	131·30	137·15	133·45	131·15	128·75	129·55	130·20	130·75	130·30
27	127·65	126·65	129·15	131·45	136·95	133·55	131·15	128·65	129·55	130·20	130·65	130·15
28	127·65	126·70	129·65	131·55	136·75	133·65	130·95	128·65	129·55	129·90	130·65	130·15
29	127·55		130·65	131·55	136·30	133·90	130·90	128·65	129·80	129·90	130·55	130·05
30	127·55		131·80	131·80	136·05	133·90	130·95	128·55	129·95	129·90	130·55	130·05
31	127·55		132·80		136·05		131·05	128·55		129·80		130·05

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1908.

TABLE No. 242.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	129·95	128·80	128·15	130·90	136·55	139·20	133·30	129·70	127·55	126·55	126·55	127·55
2	129·95	128·80	128·15	130·90	138·15	139·20	133·05	129·65	127·55	126·65	126·45	127·55
3	129·95	128·80	128·15	130·90	138·95	139·05	132·80	129·55	127·45	126·55	126·45	127·55
4	129·90	128·75	128·05	131·30	139·20	138·80	132·55	129·45	127·30	126·40	126·55	127·65
5	129·90	128·65	128·05	131·30	139·40	138·80	132·40	129·40	127·30	126·30	126·65	127·55
6	129·90	128·55	128·05	131·30	138·90	138·80	132·30	129·40	127·30	126·30	126·55	127·45
7	129·80	128·45	127·95	131·55	138·70	138·75	132·30	129·30	127·20	126·15	126·55	027·55
8	129·80	128·10	127·95	131·45	138·95	138·55	132·30	129·30	127·15	126·20	126·45	127·45
9	129·80	128·30	127·95	131·80	139·80	138·30	132·20	129·20	127·20	126·15	126·45	127·40
10	129·80	128·30	127·90	132·80	140·30	137·95	132·15	129·20	127·15	126·30	126·30	127·15
11	129·65	128·20	127·90	133·20	140·30	137·45	132·15	129·05	127·15	126·15	126·30	127·15
12	129·65	128·20	127·90	133·80	140·30	137·20	131·95	129·05	127·15	126·05	126·45	127·05
13	129·55	128·20	127·90	134·30	140·80	136·80	131·90	128·95	127·05	126·05	126·45	126·80
14	129·45	128·20	127·95	134·55	140·80	136·55	131·80	128·90	126·95	125·95	126·40	126·80
15	129·40	128·20	127·95	134·55	140·95	136·30	131·70	128·80	126·95	126·05	126·40	126·80
16	129·40	128·15	128·05	134·15	141·05	136·30	131·55	128·80	127·05	126·15	126·30	126·70
17	129·30	128·30	128·05	134·20	141·15	135·80	131·30	128·75	126·95	126·15	126·40	126·70
18	129·30	128·45	128·05	134·20	141·05	135·65	131·40	128·65	127·05	126·05	126·40	126·70
19	129·20	128·45	128·05	133·90	140·95	135·45	131·20	128·55	126·90	126·05	126·40	126·65
20	129·20	128·40	127·95	133·80	140·80	135·45	131·30	128·55	126·80	126·05	126·30	126·65
21	129·20	128·40	127·95	133·65	140·65	135·20	130·95	128·45	126·80	125·95	126·40	126·65
22	129·15	128·40	127·95	133·30	140·45	134·90	130·95	128·15	126·80	125·95	126·45	126·70
23	129·15	128·30	127·95	133·05	140·40	134·90	130·80	128·15	126·70	125·95	126·45	126·70
24	129·15	128·30	128·05	133·15	140·30	134·80	130·65	128·15	126·70	125·90	126·55	126·80
25	129·05	128·30	128·05	133·15	140·15	134·45	130·55	128·05	126·70	125·90	126·65	126·90
26	129·05	128·30	128·55	133·45	139·95	134·30	130·45	128·05	126·65	126·05	126·70	126·95
27	129·05	128·20	128·80	133·80	139·95	134·05	130·30	127·95	126·55	126·15	126·80	127·05
28	128·95	128·20	129·30	134·80	139·75	133·80	130·30	127·95	126·45	126·30	126·90	127·20
29	128·95	128·20	129·80	135·55	139·55	133·55	130·20	127·90	126·65	126·40	126·90	127·30
30	128·95		130·30	136·15	139·30	133·45	129·95	127·80	126·45	126·45	126·90	127·45
31	128·90		130·70		139·30		129·95	127·65		126·55		127·55

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1909.

TABLE No. 243.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	127·60	127·50	127·75	129·35	136·10	140·60	134·00	133·35	129·95	129·95	129·45	130·20
2	127·50	127·50	127·85	129·60	137·35	141·20	133·35	133·20	129·95	129·95	129·45	130·20
3	127·50	127·50	127·85	129·85	137·85	140·75	133·35	133·20	129·85	129·95	129·45	130·20
4	127·35	127·50	127·85	130·10	137·60	140·35	133·20	132·85	129·70	129·95	129·45	130·20
5	127·35	127·50	127·85	130·60	137·35	139·50	132·85	132·70	129·85	130·10	129·45	130·10
6	127·60	127·50	127·75	130·75	137·00	139·00	132·85	132·50	129·95	130·10	129·45	130·00
7	127·60	127·60	127·75	132·85	136·75	138·70	132·70	132·35	129·85	130·10	129·35	130·00
8	127·50	127·60	127·75	134·50	136·85	138·35	132·50	132·00	129·95	130·10	129·35	130·20
9	127·50	127·60	127·75	135·35	136·85	137·95	132·35	131·85	129·75	130·10	129·35	130·00
10	127·50	127·60	127·85	135·35	136·85	137·70	132·25	131·85	129·75	130·00	129·35	129·95
11	127·45	127·60	127·85	134·85	138·00	137·25	132·20	131·50	129·85	129·95	129·35	129·85
12	127·45	127·60	127·85	134·20	139·00	136·95	132·00	131·50	129·85	129·95	129·35	129·85
13	127·45	127·50	127·85	134·00	139·20	136·60	131·85	131·20	129·75	129·85	129·35	129·85
14	127·45	127·50	127·85	135·20	139·50	136·35	131·70	130·85	129·95	129·75	129·35	129·85
15	127·35	127·50	127·85	135·85	139·75	135·85	131·50	130·85	130·00	129·70	129·35	129·95
16	127·35	127·50	127·85	135·85	139·85	135·70	131·35	130·85	130·00	129·60	129·45	130·00
17	127·35	127·50	127·95	135·85	140·50	135·50	131·25	130·85	130·10	129·50	129·50	130·00
18	127·35	127·50	127·95	135·75	140·70	135·45	131·10	130·85	130·10	129·35	129·45	130·00
19	127·25	127·60	128·00	135·95	140·35	135·35	131·35	130·75	130·10	129·35	129·45	129·95
20	127·25	127·60	128·00	136·35	141·20	135·10	131·25	130·75	130·10	129·35	129·45	129·95
21	127·25	127·60	127·95	136·35	141·50	134·85	131·20	131·00	130·00	129·35	129·60	129·95
22	127·20	127·60	127·95	136·50	141·95	134·85	131·20	130·50	130·00	129·45	129·70	129·95
23	127·20	127·70	127·85	136·60	142·00	134·85	131·00	130·45	130·10	129·35	130·00	129·85
24	127·20	127·85	127·85	136·60	142·00	134·60	131·00	130·45	130·10	129·35	130·00	129·85
25	127·25	127·85	127·95	136·35	142·10	134·35	131·35	130·35	130·20	129·35	130·00	129·85
26	127·35	127·75	127·95	136·35	142·00	134·25	131·45	130·35	130·20	129·45	129·95	129·85
27	127·35	127·75	127·95	136·35	142·20	134·00	131·75	130·25	130·20	129·45	129·75	129·85
28	127·35	127·75	128·00	136·35	142·25	133·85	132·35	130·10	130·20	129·45	129·85	129·75
29	127·45		128·35	136·35	142·20	133·85	132·85	130·00	130·10	129·50	129·85	129·75
30	127·50		128·60	135·85	142·00	133·95	133·20	129·95	129·95	129·45	130·20	129·70
31	127·50		128·85				133·35	129·85		129·45		129·70

ELEVATIONS of Ottawa River, at head of Grenville Canal, Grenville, Que., during 1910.

TABLE No. 244.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	129·70	129·35	127·75	133·20								
2	129·70	129·25	127·95	133·60								
3	129·60	129·25	127·95	133·70								
4	129·60	129·25	128·00	133·85								
5	129·50	129·20	128·00	134·10								
6	129·50	129·20	128·50	134·35								
7	129·50	129·10	129·60	134·50								
8	129·45	129·10	130·35	134·70								
9	129·45	129·00	130·50	134·85								
10	129·35	129·00	130·50	135·00								
11	129·35	128·85	130·45	135·20								
12	129·35	128·70	130·20	135·35								
13	129·25	128·50	130·00	135·35								
14	129·25	128·35	129·85	135·10								
15	129·20	128·20	129·70	134·85								
16	129·20	128·10	129·70	134·60								
17	129·10	128·10	129·50	134·35								
18	129·00	128·00	129·60	134·10								
19	128·85	128·00	129·35	134·35								
20	128·70	127·95	129·35	134·60								
21	128·85	127·95	129·70	134·50								
22	129·00	127·85	130·10	134·60								
23	129·20	127·85	130·85	134·70								
24	129·20	127·75	131·20	134·85								
25	129·35	127·75	131·70	135·00								
26	129·35	127·70	132·00	135·35								
27	129·35	127·70	131·85	135·85								
28	129·35	127·50	131·85	135·85								
29	129·35		132·00	135·85								
30	129·35		132·25	135·85								
31	129·35		132·60									

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1871.

TABLE No. 245.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	88·30	89·80	89·80	85·80	92·55	89·80	86·55	84·15	82·40	81·55	82·95	83·05
2	88·80	88·80	88·80	85·80	92·55	89·80	86·40	84·05	82·30	81·55	82·95	83·20
3	89·30	88·30	88·80	85·80	92·55	89·80	86·30	84·05	82·25	81·55	82·95	83·20
4	89·30	89·80	88·80	85·80	92·55	89·65	86·20	83·95	82·25	81·70	82·95	83·20
5	89·55	92·30	87·80	85·80	93·30	89·55	86·15	83·90	82·25	81·80	82·95	83·20
6	89·55	93·30	86·80	85·80	93·55	89·40	86·05	83·90	82·25	81·80	82·95	83·20
7	88·80	93·30	85·80	85·80	93·55	89·30	86·95	83·80	82·20	81·80	82·95	83·20
8	89·30	93·30	84·80	85·80	93·55	89·20	85·90	83·70	82·15	81·75	82·95	83·20
9	89·55	93·30	85·05	86·30	93·80	89·05	85·80	83·65	82·15	81·70	82·95	83·20
10	89·55	93·30	85·30	86·80	93·80	88·95	85·65	83·55	82·15	81·70	82·95	83·20
11	89·55	93·80	86·30	87·30	93·55	88·95	85·45	83·15	82·15	81·65	82·95	83·20
12	89·55	94·30	87·30	87·80	93·30	88·80	85·40	83·40	82·10	81·80	82·95	83·20
13	87·80	93·80	87·55	88·30	93·15	88·70	85·20	83·30	82·05	81·90	82·90	83·20
14	84·80	93·80	87·80	88·80	93·05	88·65	85·15	83·20	82·00	81·95	82·80	83·20
15	84·80	93·80	88·05	89·30	92·80	88·55	85·05	83·15	81·95	81·95	82·80	83·20
16	85·30	93·30	88·30	89·55	92·80	88·55	85·05	83·05	81·90	82·45	82·80	83·20
17	85·30	90·80	88·30	89·55	92·85	88·45	84·95	83·05	81·90	82·15	83·05	83·20
18	85·30	89·80	88·80	89·55	92·45	88·40	84·95	82·95	81·80	82·15	83·15	83·20
19	85·30	90·30	88·80	89·80	92·30	88·20	84·95	82·90	81·80	82·15	83·15	83·20
20	85·30	90·80	88·80	90·30	92·05	88·05	84·90	82·80	81·80	82·20	83·05	83·20
21	85·30	91·80	88·80	90·80	91·80	87·80	84·80	82·80	81·75	82·25	82·95	83·95
22	86·30	94·30	88·80	91·30	91·55	87·55	84·70	82·80	81·70	82·25	82·90	84·30
23	87·30	94·30	88·80	91·80	91·30	87·30	84·70	82·70	81·70	82·30	82·80	84·45
24	88·30	90·30	88·30	91·80	91·05	87·15	84·65	82·65	81·65	82·35	82·80	84·45
25	89·30	90·30	87·80	91·80	90·80	87·05	84·45	82·55	81·60	82·40	82·80	84·45
26	90·30	90·30	87·30	92·05	90·55	86·95	84·30	82·55	81·60	82·45	82·80	84·45
27	90·80	90·30	86·80	92·05	90·30	86·90	84·15	82·55	81·70	82·65	82·80	84·45
28	90·80	90·80	86·30	92·30	90·30	86·80	84·15	82·45	81·70	82·80	82·80	84·45
29	90·80	.....	85·80	92·45	90·30	86·65	84·15	82·45	81·65	82·90	82·80	84·45
30	90·80	.....	85·80	92·55	90·05	86·55	84·15	82·45	81·60	82·95	82·80	84·65
31	90·30	.....	85·80	..	90·05	.....	84·15	82·45		82·95	....	85·65

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1872.

TABLE No. 246

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	85·30	91·80	92·30	87·80	87·80	91·30	87·65	84·40	82·70	84·70	85·65	83·95
2	85·30	86·80	90·80	87·80	88·05	91·30	86·65	84·30	82·70	84·65	85·55	83·95
3	85·80	87·80	91·30	85·80	88·55	91·30	86·45	84·30	82·70	84·65	85·40	83·95
4	86·30	88·30	91·30	84·80	88·80	91·20	86·40	84·30	82·70	84·65	85·30	83·95
5	84·80	88·30	91·80	84·80	89·30	91·15	86·30	84·20	82·80	84·65	85·20	83·95
6	85·30	88·30	91·80	84·30	89·80	91·05	86·15	84·15	82·90	84·95	85·15	83·95
7	85·80	88·30	92·80	84·30	90·30	91·05	85·95	84·05	82·95	85·20	85·05	83·95
8	85·80	88·30	93·30	84·80	90·80	91·05	85·90	83·95	83·05	85·45	84·95	84·15
9	85·80	88·80	93·80	85·30	90·80	91·05	85·80	83·80	83·20	85·40	84·80	84·30
10	85·30	89·30	94·30	85·30	91·30	90·95	85·70	83·70	83·30	85·20	84·70	84·30
11	85·30	89·80	93·80	85·80	91·55	90·90	85·65	83·65	83·30	85·20	84·65	84·45
12	84·80	88·80	93·80	86·30	91·80	90·80	85·55	83·55	83·30	85·20	84·65	84·65
13	85·30	86·80	93·80	86·30	92·05	90·70	85·45	83·45	83·30	85·20	84·65	84·65
14	85·30	87·30	93·80	86·30	92·30	90·65	85·40	83·40	83·30	85·20	84·65	84·80
15	85·80	87·30	93·80	86·30	92·55	90·45	85·30	83·30	83·30	85·30	84·65	85·30
16	86·30	87·30	93·80	85·80	92·80	90·30	85·20	83·20	83·55	85·40	84·65	83·30
17	86·30	87·30	93·80	85·80	93·05	90·20	85·15	83·15	83·80	85·45	84·65	85·30
18	86·30	86·80	93·80	85·80	93·05	89·95	84·95	83·05	84·15	85·55	84·65	85·30
19	86·80	86·80	93·80	85·80	93·05	89·65	84·90	83·05	84·45	85·65	84·40	85·30
20	87·30	86·80	94·30	85·95	92·95	89·40	84·70	83·05	84·80	85·65	84·15	85·80
21	87·30	86·80	94·80	86·15	92·80	89·15	84·65	83·05	84·90	85·70	84·40	86·30
22	87·80	87·30	94·80	86·30	92·55	88·95	84·55	83·45	84·90	85·70	84·30	86·30
23	88·30	87·80	94·80	86·45	92·30	88·80	84·45	83·40	84·90	85·65	84·20	88·30
24	88·80	88·80	94·80	86·45	92·05	88·55	84·40	83·30	84·90	85·55	84·20	88·80
25	89·30	89·80	94·80	86·45	91·80	88·30	84·30	83·20	84·90	85·55	84·20	89·30
26	89·80	90·30	94·80	86·45	91·55	88·05	84·30	83·15	84·80	85·55	84·20	89·80
27	90·30	90·80	90·80	86·65	91·55	87·80	84·30	83·05	84·80	85·65	84·15	90·05
28	90·30	91·30	88·80	86·80	91·55	87·55	84·30	82·95	84·70	85·65	84·05	90·30
29	90·30	91·80	87·80	87·05	91·45	87·30	84·40	82·90	84·70	85·70	83·95	90·55
30	90·80	.....	85·80	87·55	91·40	87·05	84·40	82·80	84·70	85·70	83·95	90·55
31	91·30	.....	85·80	.....	91·30	.....	84·45	82·65	.....	85·70	.....	90·55

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1873.

TABLE No. 247.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	90·55	95·80	94·80	84·80	90·45	95·30	88·30	85·05	83·20	83·70	86·20	86·30
2	90·55	96·30	94·80	84·80	90·65	95·05	88·20	84·95	83·40	83·90	86·30	86·30
3	90·80	96·80	94·80	84·80	91·30	94·80	88·15	84·95	83·20	83·95	86·30	85·80
4	90·80	97·30	94·80	84·80	91·55	94·55	88·05	84·95	83·20	84·15	86·20	86·30
5	91·05	97·80	94·80	84·80	91·80	94·30	87·80	84·90	83·20	84·80	86·20	85·45
6	91·05	97·80	94·80	84·80	92·05	94·05	87·55	84·90	83·15	85·30	86·15	85·45
7	91·30	95·80	92·80	84·80	92·30	93·80	87·45	84·80	83·15	85·45	86·05	85·65
8	91·30	95·80	91·80	85·30	92·45	93·55	87·40	84·80	83·15	85·55	85·95	85·80
9	91·30	96·05	91·80	85·80	92·65	93·30	87·30	84·80	83·05	85·55	85·95	85·80
10	91·30	97·30	90·80	86·30	92·80	93·05	87·20	84·65	83·05	85·55	85·95	85·80
11	91·30	97·80	90·80	86·80	93·05	92·80	86·95	84·55	82·95	85·45	85·95	85·80
12	91·30	98·05	90·80	87·30	93·30	92·65	86·80	84·50	82·95	85·40	85·90	85·80
13	91·55	98·30	89·80	88·30	93·80	92·55	86·65	84·40	82·90	85·30	85·90	85·95
14	91·80	98·80	87·80	89·30	94·30	92·30	86·45	84·30	82·90	85·30	85·65	86·15
15	92·30	99·05	85·80	89·80	94·55	91·80	86·30	84·20	82·80	85·20	85·55	86·30
16	92·80	99·05	85·80	90·80	94·80	91·30	86·20	84·15	82·80	85·20	85·40	86·30
17	93·30	99·05	85·30	91·80	95·05	91·05	85·95	84·15	82·70	85·15	85·30	85·80
18	93·80	97·80	84·80	91·80	95·30	90·80	85·80	84·05	82·70	85·15	85·15	85·80
19	94·05	95·80	84·80	91·80	95·30	90·45	85·65	83·95	82·80	85·15	85·15	85·80
20	94·30	95·80	84·80	91·80	95·30	90·30	85·65	83·90	82·80	85·30	85·15	85·80
21	94·30	96·30	84·80	92·05	95·15	90·05	85·65	83·90	82·90	85·55	85·15	85·80
22	94·55	97·30	84·80	92·05	94·95	89·80	85·65	83·80	82·95	85·65	85·15	85·80
23	91·80	98·80	81·80	91·80	94·80	89·55	85·55	83·65	83·05	85·65	85·15	85·80
24	92·30	98·30	84·80	91·80	94·80	89·30	85·45	83·65	83·15	85·80	85·15	85·80
25	92·80	98·80	85·80	91·55	94·95	89·15	85·30	83·55	83·20	85·80	85·15	85·80
26	93·30	98·80	86·80	91·55	95·15	88·95	85·20	83·45	83·20	85·90	85·20	86·05
27	93·80	97·80	90·80	91·30	95·20	88·80	85·15	83·40	83·30	85·95	85·30	86·30
28	93·90	97·80	91·80	91·05	95·30	88·65	85·15	83·40	83·45	86·05	85·45	86·30
29	94·80		84·80	90·80	95·45	88·45	85·05	83·40	83·55	86·15	85·80	86·80
30	95·30		84·80	90·55	95·55	88·30	85·05	83·30	83·65	86·20	86·05	87·30
31	95·30		84·80		95·55		85·05	83·30		86·20		87·30

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1874.

TABLE No. 248.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	86·80	91·80	90·80	85·80	86·45	93·30	90·80	85·15	83·05	81·70	81·70	82·20
2	84·80	92·30	88·80	85·80	86·30	93·30	90·55	85·05	82·95	81·70	81·70	82·20
3	84·80	92·80	84·80	85·80	86·05	93·30	90·30	85·05	82·95	81·80	81·70	82·20
4	84·80	93·30	84·80	85·80	85·95	93·20	90·15	84·95	82·90	81·80	81·70	82·20
5	85·30	93·80	85·80	85·80	86·15	93·15	89·95	84·90	82·80	81·80	81·80	82·20
6	85·80	93·80	85·80	85·80	86·30	92·95	89·80	84·80	82·70	81·80	81·90	82·20
7	85·80	93·30	85·80	85·80	86·45	92·80	89·55	84·65	82·65	81·80	81·95	82·20
8	85·80	93·30	85·80	85·80	86·80	92·80	89·30	84·45	82·55	81·80	82·05	82·20
9	85·80	93·30	85·80	85·80	87·30	92·80	89·05	84·40	82·45	81·80	82·15	82·20
10	85·80	92·80	86·30	85·80	87·55	92·65	88·80	84·30	82·40	81·90	82·15	82·20
11	85·80	92·80	87·30	85·80	87·80	92·45	88·55	84·20	82·30	81·95	82·15	82·20
12	86·30	92·80	88·30	84·80	88·05	92·40	88·30	84·15	82·20	82·05	82·15	82·20
13	86·55	92·80	89·30	84·80	88·30	92·30	88·05	84·05	82·15	82·05	82·15	82·20
14	86·80	92·55	90·30	85·05	88·55	92·30	87·80	83·95	81·95	82·05	82·15	82·20
15	87·30	92·30	87·30	85·30	88·80	92·30	87·55	83·90	81·90	81·95	82·15	82·20
16	87·80	91·80	85·80	85·55	89·05	92·30	87·30	83·80	81·80	81·95	82·15	82·80
17	88·30	91·80	85·80	85·80	89·30	92·30	87·05	83·80	81·80	81·95	82·15	83·30
18	88·80	91·80	85·80	86·05	89·80	92·30	86·80	83·80	81·80	81·95	82·15	83·40
19	88·80	91·80	85·80	86·30	90·30	92·30	86·80	83·80	81·80	81·95	82·15	83·45
20	88·80	91·30	85·80	86·55	90·80	92·30	86·80	83·70	81·80	81·95	82·15	83·45
21	88·80	91·80	85·80	86·55	91·30	92·30	86·70	83·65	81·80	81·90	82·15	83·45
22	87·80	90·80	85·80	86·55	91·80	91·80	86·65	83·55	81·80	81·80	82·15	83·45
23	85·80	90·80	85·80	86·55	92·30	91·80	86·45	83·45	81·80	81·80	82·20	83·45
24	86·80	91·30	85·80	86·55	92·55	91·80	86·30	83·40	81·80	81·70	82·20	82·95
25	87·80	91·30	85·80	86·55	92·80	91·80	86·15	83·30	81·75	81·70	82·20	82·95
26	88·80	91·30	85·80	86·55	92·95	91·55	85·95	83·30	81·75	81·70	82·20	82·95
27	89·80	91·30	85·80	86·55	93·15	91·55	85·80	83·30	81·75	81·65	82·20	82·95
28	90·30	91·30	85·80	86·55	93·30	91·30	85·80	83·20	81·70	81·65	82·20	82·95
29	90·80		85·80	86·55	93·30	91·15	85·65	83·20	81·70	81·65	82·20	82·95
30	91·30		85·80	86·55	93·30	90·95	85·45	83·15	81·70	81·65	82·20	82·95
31	91·80		85·80		93·30		85·30	83·05		81·65		82·80

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1875.

TABLE No. 219.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	84·80	85·30	90·80		85·30	92·55	86·45	84·70		82·70	84·20	85·80
2	84·80	85·30	95·30		85·80	92·30	86·40	84·55		82·65	84·30	86·30
3	84·80	85·30	95·80		86·30	92·05	86·30	84·40		82·65	84·40	86·30
4	85·05	85·30	96·30		86·80	91·80	86·30	84·30		82·65	84·40	86·30
5	85·30	85·55	96·30		87·30	91·30	86·30	84·20		82·70	84·45	86·30
6	85·30	86·80	96·30		87·80	91·05	86·30	84·15		82·80	84·40	86·30
7	85·45	88·30	95·80		88·30	90·80	86·30	84·15		82·95	84·30	86·30
8	85·45	90·80	95·80		88·80	90·65	86·20	84·05		83·15	84·30	86·30
9	85·45	91·80	95·80		89·30	90·55	86·15	83·95		83·30	84·30	86·30
10	85·95	92·80	95·80		89·80	90·40	86·05	83·90		83·40	64·40	86·30
11	86·30	92·80	85·80		90·30	90·30	85·95	83·80		83·45	84·45	86·80
12	86·55	93·30	95·80		90·80	90·15	85·90	83·80		83·55	84·45	87·30
13	86·80	93·80	94·80		91·80	89·95	85·80	83·90		83·65	84·45	87·30
14	86·80	94·30	94·80		92·80	89·80	85·70	83·95		83·70	84·45	87·80
15	85·80	94·80	93·80		93·80	89·65	85·65	84·15		83·80	84·45	88·30
16	85·80	94·80	91·80		94·30	89·45	85·55	84·30		83·95	84·40	88·80
17	86·30	94·80	92·30		94·80	89·30	85·45	84·45		84·15	84·30	89·80
18	86·30	92·80	92·30		94·80	89·15	85·40	84·65		84·15	84·20	90·30
19	85·30	92·80	92·80		94·80	88·80	85·30	84·80		84·15	84·15	90·80
20	84·80	92·80	92·80		94·70	88·55	85·15	84·80		84·15	83·95	90·80
21	84·80	93·80	93·30		94·65	88·30	84·95	84·80		84·15	83·80	90·80
22	84·80	93·80	93·80		94·55	88·15	84·80	84·70		84·05	83·80	89·80
23	84·80	93·80	93·80		94·40	87·80	84·65	84·65		83·95	83·80	87·80
24	85·05	93·80	93·80		94·20	87·55	84·45	84·55		83·90	83·80	88·30
25	85·30	93·80	93·80		94·05	87·30	84·55	84·55		83·90	84·15	88·30
26	85·55	94·30	93·80		93·80	87·05	84·65	84·45		83·95	84·30	88·80
27	84·80	94·80	93·80		93·65	86·80	84·80	84·40		84·05	84·30	88·80
28	85·05	94·80	92·80		93·15	86·65	84·95	84·30		84·15	84·80	88·30
29	85·30		90·80		93·30	86·45	84·95	84·30		84·15	84·80	88·30
30	85·30		87·80		93·05	86·15	84·90	84·30		84·15	85·30	88·30
31	85·30		84·80		92·80		84·80	84·30		84·20		88·30

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1876.

TABLE No. 250.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	87·80	91·80	95·80	86·80	92·80	96·05	90·05	85·95	82·70		83·30	84·05
2	87·80	91·80	94·80	85·80	93·05	95·80	89·80	85·80	82·70		83·45	84·05
3	87·80	92·80	93·80	85·80	93·30	95·30	89·65	85·55	82·65		83·55	84·05
4	87·80	93·30	93·80	85·30	93·55	94·80	89·45	85·30	82·65		83·65	84·05
5	88·30	93·30	92·80	84·80	93·80	94·55	89·30	85·05	82·55		83·65	84·05
6	88·30	93·30	91·80	84·30	94·05	94·30	89·15	84·80	82·55		83·55	84·05
7	88·80	92·30	89·80	83·80	94·80	94·05	89·15	84·55	82·45		83·70	84·05
8	89·30	91·30	88·80	83·30	95·55	94·05	88·95	84·30	82·40		83·90	84·30
9	89·30	90·80	88·80	82·80	96·30	94·05	88·95	84·05	82·40		84·05	84·55
10	90·30	90·80	88·80	82·80	97·05	93·80	88·80	83·95	82·30		84·15	84·80
11	91·80	90·80	88·80	82·80	97·80	93·30	88·65	83·90	82·20		84·30	84·80
12	91·80	91·30	88·80	83·30	98·30	92·80	88·45	83·80	82·20		84·40	84·80
13	91·80	91·30	89·30	83·80	98·80	92·30	88·30	83·70	82·20		84·45	84·80
14	92·30	91·80	89·30	84·80	99·05	92·05	88·15	83·70	82·20		84·55	84·80
15	92·30	91·80	89·80	85·80	99·30	91·80	87·80	83·65	82·20		84·55	85·05
16	91·30	91·80	90·30	85·80	99·40	91·80	87·55	83·65	82·20		84·55	85·30
17	91·30	92·30	90·80	86·80	99·40	91·95	87·30	83·65	82·20		84·45	85·55
18	91·30	92·30	91·80	87·80	99·40	92·05	87·20	83·55	82·05		84·45	85·80
19	91·30	92·80	92·30	88·80	99·30	92·15	87·15	83·45	82·20		84·45	86·30
20	90·80	92·80	92·30	89·30	99·15	92·15	87·05	83·40	82·20		84·45	86·80
21	90·80	92·80	92·80	89·55	98·80	92·05	86·95	83·30	82·15		84·45	87·30
22	91·30	92·80	92·80	89·80	98·55	91·95	86·90	83·20	82·15		84·45	87·80
23	91·80	93·30	91·80	90·05	98·30	91·80	86·80	83·15	82·05		84·45	88·30
24	91·80	93·80	90·80	90·30	98·05	91·65	86·70	83·05	81·95		84·45	88·80
25	91·80	94·30	89·80	90·80	97·90	91·45	86·65	82·95	81·90		84·30	89·30
26	89·80	94·80	89·80	91·30	97·80	91·30	86·55	82·90	81·90		84·20	89·80
27	89·80	95·80	89·80	91·80	97·65	91·05	86·45	82·90	81·90		84·15	90·30
28	89·80	96·80	89·80	92·30	97·30	91·80	86·40	82·90	81·90		84·15	90·55
29	89·80	96·80	89·80	92·80	97·05	90·55	86·30	82·80	81·90		84·15	90·80
30	90·80		89·80	92·80	96·65	90·30	86·20	82·80	81·90		84·15	91·05
31	90·80		89·80		96·30		86·15	82·80				91·30

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1877.

TABLE No. 251.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	91·55	92·80	83·80	84·30	88·45	86·80	84·80	83·65	82·65	81·95	83·05	85·40
2	91·80	91·80	83·80	84·80	88·40	86·65	84·80	83·55	82·65	81·95	83·05	85·45
3	92·05	90·80	83·80	85·30	88·30	86·45	84·80	83·55	82·65	82·05	83·15	85·45
4	92·30	90·80	83·80	85·30	88·30	86·30	84·70	83·45	82·65	82·05	83·15	85·40
5	92·55	90·80	83·80	85·30	88·20	86·20	84·70	83·45	82·65	82·05	83·15	85·40
6	92·80	90·80	83·80	85·30	88·15	86·15	84·65	83·40	82·65	82·15	83·20	85·40
7	92·80	90·80	83·80	85·30	88·05	86·05	84·65	83·30	82·65	82·15	83·30	85·40
8	92·80	91·30	83·80	85·30	87·95	85·95	84·55	83·20	82·55	82·15	83·30	85·40
9	93·05	91·80	83·80	85·30	87·90	85·90	84·45	83·15	82·55	82·15	83·55	85·40
10	93·30	91·80	83·80	85·30	87·80	85·80	84·40	83·15	82·55	82·20	83·80	85·40
11	93·55	91·80	83·80	85·30	87·65	85·70	84·30	83·05	82·45	82·30	83·80	85·40
12	93·80	92·30	83·80	85·30	87·45	85·65	84·30	83·05	82·45	82·45	83·80	85·40
13	94·05	92·30	83·80	85·30	87·40	85·55	84·30	82·95	82·40	82·45	83·70	85·40
14	94·30	92·55	83·80	85·30	87·30	85·45	84·30	82·95	82·40	82·45	83·70	85·40
15	94·55	92·80	83·80	85·30	87·20	85·40	84·20	83·05	82·30	82·45	83·70	85·30
16	92·80	91·80	83·80	85·30	87·15	85·30	84·20	83·05	82·20	82·65	83·70	85·20
17	95·05	91·80	83·80	85·30	87·05	85·20	84·20	83·15	82·20	82·70	83·70	85·15
18	95·30	92·30	83·80	85·30	86·95	85·20	84·15	83·15	82·20	82·80	83·95	84·80
19	95·30	92·80	83·80	85·80	86·80	85·15	84·15	83·20	82·15	82·90	84·05	84·80
20	94·80	93·30	83·80	86·30	86·45	85·15	84·05	83·20	82·15	82·95	84·05	84·70
21	94·80	90·80	83·80	86·55	87·05	85·15	84·05	83·20	82·05	83·05	84·15	84·65
22	95·05	89·80	83·80	86·80	87·15	85·05	83·95	83·15	82·05	83·05	84·15	84·55
23	95·05	87·80	83·80	87·05	87·20	85·05	83·95	83·05	82·05	83·15	84·30	84·55
24	95·30	85·80	83·80	87·30	87·20	85·05	83·90	82·95	81·95	83·15	84·45	84·55
25	95·30	84·80	83·80	88·55	87·20	85·05	83·90	82·90	81·95	83·20	84·65	84·55
26	95·30	84·80	83·80	87·80	87·20	84·95	83·80	82·80	81·90	83·20	84·80	84·55
27	95·30	83·80	83·80	87·95	87·20	84·95	83·80	82·80	81·90	83·20	84·95	84·55
28	95·30	83·80	83·80	88·15	87·15	84·90	83·85	82·80	81·90	83·15	85·15	84·55
29	94·30		83·80	88·30	87·05	84·90	83·80	82·80	81·90	83·05	85·20	84·55
30	93·80		83·80	88·55	86·95	84·80	83·70	82·70	81·90	83·05	85·35	84·55
31	93·80		83·80		86·90		83·65	82·65		83·05		84·55

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1878.

TABLE No. 252.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	84·55	88·30	84·80	83·80	86·95	87·15	85·20	83·30	82·90	84·40	88·55	87·15
2	84·55	89·30	84·80	83·55	86·95	87·15	85·20	83·30	82·80	84·40	88·45	86·95
3	84·55	88·30	84·80	85·55	87·05	87·05	85·20	83·30	82·80	84·40	88·40	87·30
4	84·55	88·30	84·80	83·55	87·15	86·95	85·20	83·20	82·80	84·40	88·30	87·30
5	84·55	87·80	84·80	83·80	87·30	86·90	85·15	83·15	82·70	84·40	88·20	87·30
6	85·30	87·80	85·05	83·95	87·45	86·80	85·05	83·15	82·70	84·40	88·05	87·30
7	86·30	87·80	85·30	84·15	87·65	86·70	84·95	83·15	82·65	84·40	87·95	87·05
8	87·30	87·80	85·55	84·30	87·80	86·55	84·80	83·15	82·55	84·40	87·80	86·80
9	87·30	87·80	85·80	84·45	88·05	86·45	84·70	83·20	82·45	84·10	87·65	86·80
10	87·30	86·80	84·80	84·65	88·30	86·40	84·65	83·30	82·40	84·30	87·45	86·80
11	84·30	85·80	83·80	84·95	88·45	86·30	84·55	83·30	82·40	84·30	87·30	87·55
12	84·30	84·80	83·80	85·30	88·45	86·20	84·45	83·30	82·40	84·20	87·20	87·55
13	84·30	84·80	83·80	85·55	88·40	86·15	84·40	83·30	82·40	84·30	87·05	87·55
14	84·30	84·80	84·05	85·80	88·30	86·05	84·30	83·40	82·40	84·45	86·95	87·55
15	84·80	84·80	84·30	86·05	88·20	85·95	84·30	83·40	82·40	84·65	86·90	87·55
16	85·30	84·80	84·30	86·20	88·15	85·90	84·30	83·45	82·45	84·80	86·90	87·55
17	85·80	84·80	84·30	86·40	88·05	85·80	84·20	83·45	82·45	85·05	86·70	87·55
18	85·80	84·80	84·30	86·45	87·95	85·70	84·20	83·55	82·55	85·30	86·65	87·55
19	84·80	84·80	84·30	86·55	87·90	85·65	84·15	83·65	82·80	85·55	86·55	87·80
20	84·80	84·80	84·30	86·65	87·80	85·55	84·05	83·65	83·20	85·65	86·45	87·30
21	84·80	84·80	84·30	86·65	87·80	85·45	83·95	83·55	83·65	85·70	86·40	87·30
22	84·80	84·80	84·30	86·65	87·70	85·40	83·90	83·55	83·95	85·80	86·30	87·55
23	85·30	84·80	84·30	86·55	87·65	85·40	83·80	83·45	84·30	86·05	86·65	87·80
24	85·80	84·80	84·30	86·55	87·55	85·30	83·70	83·40	84·30	86·20	86·95	87·80
25	85·80	84·80	84·30	86·55	87·55	85·20	83·70	83·30	84·15	86·15	87·05	88·30
26	86·30	84·80	84·30	86·55	87·55	85·20	83·65	83·15	84·15	86·90	87·05	88·80
27	87·30	84·80	84·30	86·65	87·15	85·20	83·55	83·15	84·40	87·20	87·15	88·30
28	87·30	84·80	84·30	86·70	87·15	85·15	83·55	83·05	84·40	87·80	87·20	88·30
29	87·30		84·30	86·70	87·10	85·15	83·45	82·95	84·40	87·95	87·30	89·30
30	87·80		84·30	86·80	87·30	85·15	83·40	82·95	84·40	88·20	87·30	89·80
31	87·80		84·30		87·20		83·30	82·90		88·45		89·80

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1879.

TABLE No. 253.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	90·30	91·30	95·30	83·80	90·05	91·80	86·95	85·20	82·95	83·05	81·95	82·40
2	90·55	91·30	95·30	83·80	90·30	91·55	86·80	85·15	82·95	83·05	81·95	82·45
3	90·80	91·30	95·30	83·80	91·30	91·55	86·65	85·05	82·95	82·95	81·95	82·55
4	91·05	90·80	95·30	83·80	91·55	91·15	86·45	84·95	82·95	82·95	81·90	82·65
5	91·05	90·80	94·30	83·80	91·80	91·05	86·30	84·90	82·95	81·90	81·90	82·65
6	91·30	89·80	94·30	83·80	92·20	90·80	86·15	84·70	82·95	82·90	81·90	82·80
7	91·30	89·80	94·30	83·80	92·30	90·55	85·95	84·55	82·90	82·90	81·90	83·15
8	91·30	89·80	94·30	83·80	92·45	90·30	85·90	84·40	82·90	82·80	81·80	83·45
9	90·30	90·30	94·30	83·80	92·45	90·05	85·90	84·20	82·90	82·70	81·80	83·80
10	90·30	90·80	90·80	83·80	92·45	89·80	85·90	84·15	82·90	82·65	81·80	84·05
11	89·80	90·80	87·80	83·80	92·55	89·65	85·80	84·05	82·90	82·55	81·80	84·30
12	89·80	90·80	86·80	84·30	92·70	89·45	85·80	83·95	82·90	82·45	81·80	84·55
13	90·30	90·80	85·80	84·80	92·90	89·30	85·80	83·90	82·90	82·45	81·80	84·80
14	90·80	90·80	85·80	85·30	93·05	89·15	85·70	83·80	82·95	82·45	81·80	85·05
15	91·30	91·30	85·80	85·80	93·20	88·95	85·70	83·70	83·05	82·45	82·05	85·30
16	91·30	91·30	85·80	86·30	93·65	88·90	85·65	83·65	83·05	82·45	82·15	85·45
17	91·55	91·80	86·80	86·55	94·55	88·80	85·65	83·55	83·15	82·45	82·20	85·65
18	91·80	92·30	86·80	86·80	95·05	88·70	85·55	83·55	83·15	82·45	82·30	85·80
19	91·80	92·80	86·80	87·05	95·30	88·65	85·55	83·45	83·20	82·40	82·40	86·30
20	91·80	93·30	86·30	87·15	95·55	88·55	85·55	83·40	83·30	82·40	82·45	86·80
21	91·80	93·80	85·80	87·20	95·80	88·45	85·55	83·30	83·30	82·40	82·55	87·80
22	91·30	94·30	84·80	87·30	95·80	88·40	85·55	83·30	83·30	82·40	82·55	87·80
23	91·30	94·30	84·80	87·55	95·55	88·30	85·55	83·30	83·30	82·30	82·55	87·80
24	90·80	94·80	84·80	87·80	95·30	88·15	85·45	83·30	83·30	82·30	82·55	88·30
25	91·30	94·80	84·80	88·05	94·95	87·95	85·40	83·20	83·30	82·30	82·45	88·30
26	91·80	95·05	84·80	88·30	94·55	87·80	85·30	83·20	83·20	82·20	82·45	88·80
27	91·80	95·30	84·80	88·55	94·05	87·55	85·30	83·15	83·20	82·20	82·45	89·30
28	91·30	95·30	84·30	88·80	93·65	87·40	85·30	83·15	83·20	82·15	82·45	89·80
29	91·30		83·80	89·30	93·20	87·20	85·30	83·15	83·15	82·15	82·40	90·30
30	91·30		83·80	89·80	92·80	87·05	85·30	83·05	83·15	82·05	82·40	90·80
31	91·30		83·80		92·30		85·30	82·95		82·05		90·80

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1880.

TABLE No. 254.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	90·55	85·80	87·30	86·30	91·30	93·95	87·90	85·15	83·15	82·65	84·05	86·80
2	90·30	86·80	87·30	87·30	91·30	93·80	87·65	85·15	83·15	82·70	84·05	86·30
3	89·80	87·30	87·30	88·30	91·30	93·55	87·55	85·05	83·15	82·80	84·05	86·30
4	89·80	87·80	86·80	88·30	91·40	93·30	87·45	85·05	83·15	82·90	84·15	86·45
5	88·80	87·80	86·80	88·30	91·45	93·05	87·30	84·95	83·15	82·95	84·15	86·45
6	87·80	87·80	86·80	88·30	91·55	92·80	87·20	84·90	83·05	83·15	84·20	86·45
7	87·80	87·80	86·30	88·30	91·80	92·55	87·05	84·80	83·05	83·30	84·40	86·65
8	87·80	88·30	86·80	88·30	92·05	92·55	86·90	84·80	83·05	83·40	84·55	86·70
9	86·80	89·30	87·30	88·30	92·30	92·20	86·65	84·70	82·95	82·40	84·65	87·15
10	86·80	90·30	87·80	88·30	92·80	92·15	86·55	84·65	82·95	83·40	84·80	87·30
11	86·80	90·80	87·80	88·30	93·30	92·05	86·45	84·55	82·95	83·45	85·15	87·80
12	84·80	90·30	88·80	88·80	93·80	91·95	86·30	84·45	82·95	83·45	85·45	87·80
13	84·80	89·80	88·80	88·30	94·30	91·90	86·20	84·40	82·90	83·45	85·95	87·80
14	84·80	88·80	88·80	88·30	94·45	91·65	86·15	84·30	82·90	83·55	86·80	87·80
15	84·80	88·80	86·80	88·30	94·55	91·45	85·95	84·20	82·90	83·65	87·65	87·30
16	84·80	88·30	86·80	88·30	94·70	91·15	85·95	84·15	82·90	83·65	87·70	87·30
17	84·30	87·80	86·30	88·30	94·90	90·80	85·65	84·05	82·90	83·80	87·80	86·80
18	84·30	86·80	85·80	88·30	95·05	90·55	85·45	83·95	82·90	83·90	87·80	86·80
19	84·30	86·80	85·80	88·30	95·05	90·30	85·30	83·80	82·80	83·90	87·80	86·80
20	84·30	87·80	85·80	88·55	95·05	90·05	85·15	83·65	82·80	83·90	87·80	86·80
21	84·30	87·80	85·80	88·80	94·95	89·80	85·15	83·45	82·80	83·90	87·80	86·80
22	84·30	87·80	85·80	89·05	94·80	89·55	85·15	83·40	82·80	83·90	87·80	86·80
23	84·30	87·80	85·80	89·30	94·55	89·30	85·15	83·40	82·70	83·95	87·70	86·80
24	84·30	87·80	85·80	89·55	94·30	89·05	85·15	83·30	82·70	83·95	87·70	86·80
25	84·30	87·80	85·80	90·05	94·30	88·80	85·15	83·30	82·70	83·95	87·65	86·80
26	84·30	86·80	85·80	90·30	94·20	88·65	85·20	83·20	82·65	83·95	87·65	86·80
27	83·80	86·80	85·80	90·55	94·20	88·45	85·30	83·20	82·65	83·95	87·45	86·80
28	83·80	86·80	85·80	90·80	94·15	88·30	85·30	83·20	82·65	83·95	87·30	87·30
29	84·80	86·80	85·80	91·05	94·15	88·15	85·30	83·15	82·65	83·95	87·15	87·80
30	84·80		85·80	91·30	94·05	88·05	85·20	83·15	82·65	84·05	86·95	88·30
31	84·80		85·80		94·05		85·20	83·15		84·15		88·80

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1881.

TABLE No. 255

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	88·80	95·30	95·80	85·80	88·30	91·20	85·15	83·20	81·80	...	82·45	84·45
2	89·30	95·30	96·30	85·80	88·80	90·90	85·15	83·20	81·70	.....	82·40	84·45
3	89·30	95·30	96·80	85·30	89·30	90·55	85·05	83·15	81·70	.....	82·40	84·45
4	89·30	94·80	96·80	84·80	89·80	90·30	84·95	83·15	81·70	...	82·40	84·45
5	89·80	94·80	93·80	84·55	89·95	90·05	84·90	83·05	81·70	...	82·40	84·65
6	89·80	94·80	92·80	84·30	90·15	89·80	84·80	83·05	81·70	...	82·55	84·80
7	89·80	94·80	90·80	83·80	90·30	89·55	84·70	82·95	81·70	...	82·65	85·15
8	90·30	94·80	90·80	83·80	90·30	89·30	84·55	82·95	81·70	....	82·80	85·45
9	90·80	94·80	88·80	83·80	90·20	89·05	84·40	82·90	81·55	.....	82·95	85·45
10	91·30	93·80	87·80	83·80	90·15	88·80	84·30	82·80	81·20	.....	83·30	85·30
11	91·80	92·80	85·80	83·80	90·30	88·55	84·20	82·80	81·45	.....	83·30	85·30
12	92·30	92·80	85·80	83·80	90·80	88·30	84·20	82·80	81·45	.....	83·40	85·55
13	92·80	92·80	85·80	83·80	91·05	88·05	84·20	82·70	81·40	.....	84·45	85·55
14	93·30	93·30	85·30	83·80	91·30	87·80	84·15	82·70	81·40	.....	84·55	85·80
15	93·80	93·80	84·80	83·80	91·65	87·55	84·05	82·65	81·20	.....	84·40	86·30
16	94·30	94·30	84·80	83·80	92·05	87·30	83·95	82·65	81·20	.....	84·45	86·80
17	92·80	94·55	84·80	83·80	92·55	87·05	83·90	82·55	81·30	.....	84·45	87·30
18	92·80	94·80	84·80	83·90	93·30	86·80	83·80	82·55	81·30	.....	84·65	85·30
19	93·30	94·80	84·80	83·95	93·80	86·65	83·70	82·45	81·30	.....	84·65	85·30
20	93·80	95·05	84·80	84·05	93·80	86·45	83·65	82·40	81·20	.....	84·70	85·30
21	94·30	95·30	84·80	84·15	93·80	86·30	83·55	82·40	81·20	.....	84·80	84·80
22	94·80	95·55	84·80	84·20	93·80	86·15	83·45	82·30	81·15	.....	84·70	84·80
23	95·05	95·55	85·30	84·30	93·45	85·95	83·40	82·30	81·15	.....	84·65	84·80
24	95·30	95·80	85·80	84·40	92·95	85·80	83·30	82·20	81·05	.....	84·55	84·80
25	95·30	96·30	86·30	84·45	92·65	85·65	83·20	82·15	81·15	.....	84·55	84·80
26	93·80	96·55	86·30	84·80	92·40	85·45	83·20	82·15	81·15	.....	84·45	84·80
27	93·80	96·80	86·30	85·45	92·30	85·30	83·30	82·05	81·05	.....	84·45	84·80
28	94·30	96·80	86·30	86·30	92·20	85·30	83·30	81·95	81·05	.....	84·45	84·80
29	94·55	.....	86·30	87·05	92·15	85·20	83·30	81·95	81·05	.....	84·45	84·80
30	94·80	.....	86·30	87·80	92·15	85·20	83·30	81·90	81·05	.....	84·45	84·80
31	94·80	.....	86·30	.....	92·05	.....	83·30	81·80	.....	.....	.....	84·80

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1882.

TABLE No. 256.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	85·30	89·30	87·30	87·80	90·55	95·15	92·30	88·55	87·70	87·95	86·30	86·90
2	86·30	89·30	86·80	87·80	90·65	95·15	92·15	88·40	87·65	87·70	86·20	86·80
3	87·55	89·55	87·30	87·80	90·70	95·05	91·95	88·20	87·55	87·55	86·20	86·80
4	88·80	89·80	87·80	87·80	90·80	94·90	91·80	88·05	87·45	87·40	86·20	86·80
5	88·30	89·80	88·30	87·80	90·90	95·05	91·70	87·90	87·45	87·30	86·20	87·05
6	87·80	89·80	88·80	87·80	90·95	94·95	91·65	87·80	87·45	87·20	86·15	87·30
7	87·80	90·05	88·30	88·05	91·05	94·90	91·55	87·70	87·40	87·05	86·15	87·55
8	84·80	90·05	87·80	88·05	91·05	94·80	91·45	87·65	87·40	86·95	86·15	87·80
9	84·80	90·05	87·80	88·05	94·05	94·65	91·40	87·55	87·30	86·80	86·15	88·05
10	84·80	89·80	87·30	88·05	91·15	94·45	91·30	87·45	87·20	86·65	86·15	88·30
11	85·80	89·80	87·30	88·05	91·20	94·30	91·15	87·40	87·20	86·55	86·15	88·55
12	85·80	89·80	87·30	88·05	91·55	94·15	90·95	87·30	87·15	86·55	86·15	88·80
13	85·80	88·80	87·30	88·15	91·80	93·90	90·70	87·20	87·05	86·45	86·65	88·90
14	85·80	85·80	87·30	88·20	92·05	93·65	90·45	87·15	86·80	86·45	86·90	88·55
15	85·80	85·80	87·30	88·30	92·30	93·40	90·30	87·15	86·95	86·40	87·05	88·30
16	85·80	85·80	87·30	88·30	92·55	93·30	90·15	87·15	86·90	86·40	87·30	88·30
17	85·80	85·80	87·30	88·40	92·80	93·20	89·95	87·30	86·80	86·30	87·55	88·45
18	86·30	85·80	87·30	88·45	92·95	93·15	89·80	87·65	86·70	86·30	87·80	88·65
19	86·30	85·80	87·30	89·00	93·15	93·20	89·70	88·15	86·80	86·20	88·05	88·80
20	85·80	86·80	87·30	89·40	93·30	93·15	89·55	88·30	86·90	86·20	88·05	89·05
21	85·80	86·80	87·55	90·80	93·45	93·55	89·30	88·30	86·90	86·20	87·90	89·05
22	86·30	87·30	87·55	90·30	93·65	95·55	89·05	88·30	86·95	86·15	87·65	88·80
23	86·80	87·30	87·80	90·40	93·80	93·55	88·95	88·30	87·15	86·15	87·55	88·30
24	87·80	87·30	87·55	90·40	93·95	93·45	88·90	88·30	87·30	86·20	87·45	87·80
25	88·30	87·80	87·55	90·40	94·15	93·30	88·70	88·20	87·45	86·20	87·40	86·80
26	88·30	87·80	87·30	90·45	94·30	93·15	88·65	88·15	87·65	86·15	87·30	86·30
27	88·30	87·80	87·30	90·45	94·65	92·95	88·55	88·05	87·80	86·15	87·20	86·30
28	88·80	87·80	87·30	90·45	94·80	92·80	88·55	87·95	87·90	86·15	87·05	86·30
29	88·80	...	87·55	90·55	94·95	92·65	88·70	87·90	87·95	86·15	86·95	86·30
30	89·30		87·80	90·55	95·05	92·15	88·70	87·80	88·05	86·15	86·95	85·80
31	89·30		87·80	.	95·15		88·70	87·70	....	86·15	.....	85·80

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1883.

TABLE No. 257.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	86·55	90·80	96·80	87·80	90·20	93·45	92·65	88·95	85·45	84·90	86·20	89·95
2	86·95	91·30	95·80	87·30	89·95	93·45	92·80	88·80	85·40	85·05	86·30	89·80
3	87·80	91·95	90·80	86·80	89·90	93·45	93·05	88·70	85·30	85·20	86·40	89·55
4	88·05	92·15	91·45	86·55	89·65	93·45	93·05	88·55	85·20	85·30	86·65	89·40
5	88·30	92·30	92·30	86·30	89·80	93·40	92·95	88·40	85·15	85·30	86·90	88·80
6	87·95	92·95	93·65	85·30	90·05	93·20	92·80	88·20	85·05	85·20	87·20	88·80
7	87·80	92·15	94·55	85·55	90·30	93·05	92·65	88·15	84·95	85·15	87·30	88·80
8	87·30	92·45	94·80	85·80	90·45	92·95	92·45	88·05	85·05	84·95	87·40	88·80
9	86·80	92·80	95·80	86·30	90·80	92·70	92·20	87·95	85·15	84·90	87·55	88·80
10	87·05	93·20	95·55	86·80	91·15	92·65	91·95	87·90	85·30	84·90	87·80	88·80
11	87·55	93·65	94·80	87·55	91·45	92·65	91·55	87·80	85·30	84·90	88·15	88·80
12	87·15	93·95	94·55	89·15	91·65	92·65	91·40	87·70	85·30	84·95	88·45	89·30
13	86·30	94·05	94·30	89·65	91·80	92·65	91·20	87·55	85·30	84·95	88·45	89·30
14	85·80	94·05	94·15	90·30	91·90	92·65	91·15	87·40	85·20	85·05	88·30	89·30
15	86·05	93·80	94·15	94·05	91·95	92·65	91·05	87·20	85·20	85·15	88·30	89·30
16	86·45	93·55	93·80	92·05	92·15	92·65	90·95	87·15	85·15	85·20	88·15	89·80
17	87·30	93·45	93·65	92·05	92·15	92·80	91·05	87·05	85·15	85·40	88·05	89·80
18	87·95	93·65	93·80	91·95	92·05	92·95	91·15	86·95	85·05	85·65	87·95	89·80
19	88·45	93·90	94·20	91·90	92·05	92·95	91·20	86·80	84·95	85·80	87·95	90·15
20	89·30	94·40	92·80	91·80	91·95	92·95	91·20	86·65	84·95	85·95	87·90	90·45
21	89·80	94·65	93·40	91·70	91·95	92·90	91·20	86·55	84·95	86·05	87·90	90·80
22	90·55	94·80	91·80	91·70	91·95	92·80	91·05	86·45	84·95	86·05	87·95	91·30
23	90·80	95·05	91·55	91·65	92·30	92·70	90·95	86·40	84·95	85·95	88·15	91·30
24	90·30	95·55	91·45	91·65	92·65	92·65	90·80	86·30	84·90	85·95	88·30	91·80
25	90·05	95·45	91·20	91·45	92·95	92·55	90·40	86·20	84·90	85·90	88·55	92·05
26	90·20	95·80	90·80	91·15	93·05	92·45	90·30	86·15	84·90	85·80	89·05	92·30
27	90·45	96·05	90·55	90·95	93·15	92·45	90·05	86·05	84·90	85·80	89·30	91·30
28	90·45	96·30	90·30	90·80	93·20	92·45	89·90	85·90	84·80	85·80	89·65	90·80
29	90·45	....	89·80	90·65	93·30	92·45	89·70	85·70	84·80	85·80	89·80	91·30
30	90·45	....	89·80	90·15	93·30	92·45	89·55	85·65	84·80	85·90	89·95	91·30
31	90·45	....	89·80	.....	93·40	.....	89·40	85·55	.....	86·05	.....	90·80

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1884.

TABLE No. 258.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	91·30	95·30	94·80	93·80	95·15	94·95	89·65	88·15	86·40	86·15	88·70	88·30
2	91·30	95·30	95·05	93·30	95·30	94·80	89·55	88·20	86·30	86·15	88·80	88·30
3	91·55	95·30	95·30	92·80	95·55	94·65	89·30	88·30	86·20	86·20	88·80	88·20
4	92·30	95·30	95·80	92·80	95·80	94·40	89·20	88·30	86·20	86·30	88·65	88·20
5	92·80	95·30	96·30	92·80	96·15	94·05	89·15	88·70	86·15	86·30	89·90	88·15
6	93·30	95·45	96·30	92·80	96·30	93·80	89·05	88·80	86·15	86·40	88·80	88·15
7	93·55	95·65	96·80	92·80	96·35	93·55	88·95	88·90	86·15	86·45	88·70	88·80
8	93·70	95·80	96·80	92·55	96·65	93·30	88·90	88·90	86·15	86·45	88·65	90·55
9	93·80	95·80	95·80	92·30	96·80	93·15	88·70	88·90	86·15	86·55	88·65	90·55
10	93·95	95·80	93·80	92·05	96·95	92·95	88·55	88·80	86·15	86·55	88·55	90·30
11	93·30	95·80	92·80	91·80	97·15	92·80	88·40	88·70	86·15	86·55	88·55	90·05
12	93·30	95·80	92·80	91·80	97·30	92·70	88·30	88·65	86·20	86·65	88·45	89·80
13	93·55	94·80	92·80	91·80	97·30	92·65	88·20	88·55	86·05	86·70	88·45	89·80
14	93·80	94·80	92·80	92·30	97·30	92·45	88·15	88·45	85·95	86·80	88·40	89·80
15	94·30	94·80	92·80	92·55	97·30	92·30	88·05	88·30	85·90	86·80	88·30	90·20
16	94·55	94·80	91·80	92·55	97·20	92·20	87·95	88·15	85·90	86·90	88·30	90·55
17	94·80	94·30	91·80	92·80	97·20	91·95	87·90	87·95	85·80	86·90	88·20	90·65
18	94·80	93·80	91·80	93·30	97·15	91·80	87·90	87·70	85·80	86·95	88·20	90·80
19	94·80	92·80	91·80	93·45	97·15	91·65	87·80	87·65	85·70	86·95	88·15	91·30
20	95·05	92·80	94·80	93·65	97·05	91·45	87·80	87·45	85·70	86·95	88·15	91·55
21	95·05	92·80	90·80	94·30	97·05	91·20	87·80	87·30	85·70	87·05	88·05	92·05
22	94·80	92·80	90·80	93·95	96·95	91·05	87·70	87·20	85·70	87·05	88·05	92·55
23	94·80	93·30	90·80	94·15	96·90	90·90	87·65	87·05	85·70	87·05	88·05	93·30
24	95·05	93·80	90·80	94·30	96·65	90·80	87·65	86·95	85·70	87·05	88·30	93·80
25	95·05	94·30	91·30	94·45	96·45	90·65	87·55	86·90	85·80	87·15	88·30	94·30
26	94·80	94·30	91·80	94·55	96·30	90·45	87·45	86·80	85·80	87·55	88·30	94·55
27	94·80	94·30	92·30	94·65	96·05	90·30	87·45	86·70	85·80	87·90	88·30	95·55
28	95·05	94·30	93·30	94·80	96·05	90·15	87·55	86·65	85·95	88·30	88·30	95·55
29	95·30	94·30	93·80	94·80	95·80	89·95	87·65	86·65	86·15	88·55	88·30	92·55
30	95·30	.....	94·05	94·80	95·55	89·80	87·65	86·65	86·20	88·70	88·30	89·80
31	95·30	....	94·30	...	95·30	....	87·65	86·65	.....	88·90	.....	89·80

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1885.

TABLE No. 259.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	90·30		94·80	92·80	98·05	95·95	92·20	89·45	87·55	86·55	86·30	87·30
2	91·80		93·80	92·80	96·80	95·80	92·05	89·30	87·55	86·55	86·45	87·30
3	93·80		92·80	92·80	96·55	95·65	91·95	89·15	87·45	86·45	86·55	87·30
4	93·80		92·80	92·80	96·30	95·45	91·90	89·15	87·40	86·45	86·65	87·30
5	92·80		92·80	92·80	95·80	95·30	91·80	88·95	87·30	86·40	86·70	87·80
6	92·80		92·80	91·80	95·05	95·05	91·65	88·80	87·20	86·40	86·80	87·80
7	91·80		92·80	90·80	94·80	94·80	91·65	88·65	87·15	86·30	86·95	87·80
8	91·80		93·30	89·80	95·05	94·70	91·55	88·65	87·05	86·30	87·15	87·80
9	91·80		93·30	89·80	95·30	94·45	91·55	88·55	86·95	86·20	87·40	88·30
10	91·80		93·80	89·80	95·80	94·30	91·55	88·45	86·95	85·95	87·55	88·30
11	91·80		94·30	89·80	96·05	94·05	91·45	88·40	86·95	85·80	87·65	88·30
12	91·80		94·30	89·80	96·30	93·80	91·40	88·30	86·95	85·80	87·65	88·80
13	91·80		94·80	89·80	96·55	93·55	91·30	88·20	86·95	85·65	87·55	89·30
14	91·80		95·80	90·05	96·70	93·30	91·20	88·20	86·95	85·65	87·45	89·30
15	91·80		95·30	90·30	96·80	93·05	91·20	88·20	86·95	85·80	87·45	89·80
16	92·30		95·30	90·80	96·80	92·90	91·20	88·20	86·90	85·95	87·45	89·80
17	92·80		95·30	91·80	96·80	92·70	91·15	88·15	86·90	85·95	87·45	89·80
18	93·05		95·30	92·80	96·80	92·65	91·05	88·15	86·90	85·95	87·40	89·30
19	93·30		95·30	93·80	96·80	92·55	90·95	88·15	86·80	85·95	87·40	89·30
20	93·55		95·80	94·80	96·80	92·55	90·90	88·05	86·80	85·95	87·40	89·30
21	93·80		95·80	95·80	96·80	92·55	90·80	87·95	86·80	86·15	87·40	89·30
22	94·05		95·80	97·05	96·80	92·65	90·70	87·80	86·95	86·30	87·40	88·80
23	94·30		95·80	98·05	96·80	92·80	90·65	87·80	86·95	86·45	87·40	88·80
24	94·30		95·80	99·05	96·80	92·80	90·45	87·80	86·80	86·15	87·30	88·80
25	94·30		94·80	98·45	96·70	92·70	90·30	87·70	86·80	86·40	87·30	88·80
26	94·30		93·80	98·05	96·65	92·65	90·15	87·70	86·80	86·30	87·30	88·80
27	94·30		93·80	98·05	96·45	92·65	90·05	87·65	86·80	86·30	87·30	88·80
28	94·30		92·80	98·05	96·30	92·55	89·95	87·65	86·70	86·20	87·20	88·80
29	94·30		92·80	99·30	96·15	92·55	89·90	87·65	86·65	86·15	87·20	88·80
30	94·30		92·80	98·80	95·95	92·55	89·80	87·55	86·65	86·15	87·20	88·80
31	94·30		92·80		95·80		89·65	87·55		86·15		88·80

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1886.

TABLE No. 260.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	86·80	95·80	94·30	85·80	98·45	91·95	89·70	88·40	86·40	86·65	87·45	87·20
2	86·30	95·80	95·80	86·30	98·30	91·80	89·65	88·30	86·45	86·80	87·40	87·20
3	85·80	95·80	95·80	86·80	98·05	91·65	89·55	88·30	86·45	86·90	87·30	87·20
4	85·80	95·80	96·30	87·30	97·80	91·55	89·45	88·30	86·45	86·90	87·20	87·30
5	86·80	95·80	96·30	87·80	97·55	91·45	89·40	88·20	86·40	86·80	87·15	87·30
6	87·80	95·80	96·30	88·30	97·30	91·40	89·30	88·15	86·40	86·80	87·05	87·30
7	89·80	95·80	95·30	88·80	97·05	91·30	89·20	88·05	86·40	86·70	86·95	87·30
8	91·80	92·80	92·80	89·30	96·80	91·20	89·15	87·95	86·40	86·70	86·90	87·30
9	92·80	92·80	92·80	89·80	96·55	91·15	89·05	87·80	86·40	86·70	86·90	87·55
10	93·80	92·80	91·80	90·20	96·30	91·05	88·95	87·65	86·30	86·70	86·90	87·55
11	93·80	91·80	90·80	90·80	96·05	90·95	88·95	87·45	86·30	86·70	86·90	87·80
12	94·80	89·80	90·80	91·30	95·80	90·90	88·80	87·40	86·30	86·70	86·90	87·80
13	94·80	89·80	90·80	91·80	95·55	90·90	88·65	87·40	86·30	86·70	86·70	87·80
14	94·80	89·80	90·80	92·30	95·30	90·90	88·30	87·30	86·30	86·70	86·65	87·80
15	94·80	89·80	88·80	92·80	95·05	90·90	88·55	87·30	86·05	86·90	86·65	87·80
16	94·80	89·80	88·80	93·30	94·80	90·95	88·70	87·20	86·05	86·90	86·65	87·80
17	94·80	89·80	88·80	94·30	94·65	91·05	88·70	87·20	86·20	86·90	86·70	87·80
18	94·80	89·80	88·80	95·80	94·45	91·15	88·70	87·15	86·20	86·90	86·80	88·30
19	94·80	89·80	87·80	97·80	94·30	91·15	88·70	87·05	86·20	86·90	86·80	88·55
20	94·80	89·80	87·80	97·30	94·05	91·05	88·70	86·95	86·20	86·95	86·90	88·80
21	94·80	91·30	87·80	96·80	93·80	90·95	88·70	86·90	86·20	87·05	86·95	88·80
22	94·80	91·80	86·80	97·45	93·45	90·90	88·70	86·80	86·20	87·15	87·05	88·80
23	94·80	91·80	86·80	98·05	93·15	90·80	88·65	86·65	86·20	87·20	87·15	88·80
24	94·80	91·80	86·80	98·30	92·80	90·70	88·65	86·55	86·30	87·30	87·15	88·80
25	94·80	91·80	86·80	98·55	92·65	90·55	88·65	86·55	86·30	87·40	87·15	89·30
26	95·30	92·30	85·80	98·80	92·45	90·45	88·65	86·45	86·40	87·40	87·15	89·65
27	95·30	92·80	85·80	98·80	92·45	90·30	88·55	86·45	86·30	87·45	87·15	89·80
28	95·80	92·80	85·80	98·80	92·30	90·15	88·55	86·40	86·40	87·45	87·15	89·80
29	95·80		85·80	98·80	92·20	89·95	88·45	86·40	86·40	87·55	87·15	89·80
30	95·80		85·80	98·80	92·20	89·80	88·45	86·30	86·45	87·55	87·15	89·80
31	95·80		85·80		92·15		88·40	86·30		87·55		89·80

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1887.

TABLE No. 261.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	89·80	95·30	96·80		96·30	93·80	88·65	86·80	84·95	84·05	84·30	84·40
2	89·80	95·80	97·30		96·45	93·65	88·55	86·65	84·95	84·05	84·30	84·65
3	89·80	96·05	97·55		96·65	93·55	88·45	86·45	84·95	84·05	84·30	84·70
4	90·05	96·30	97·80		96·80	93·45	88·40	86·40	84·90	84·05	84·30	84·80
5	90·05	96·65	98·30		97·05	93·30	88·30	86·30	84·90	84·05	84·30	84·90
6	90·05	96·80	98·80		97·55	93·05	88·20	86·30	84·90	84·05	84·30	84·95
7	90·30	96·80	98·80		98·05	92·80	88·15	86·30	84·80	84·05	84·30	85·15
8	90·30	91·80	98·80		98·55	92·65	88·05	86·20	84·80	84·05	84·30	85·30
9	90·30	91·80	98·80		98·95	92·45	87·95	86·20	84·70	84·05	84·30	85·40
10	90·30	91·80	98·80		99·30	92·40	87·95	86·20	84·70	84·05	84·30	85·45
11	90·30	91·80	98·55		99·45	92·20	87·95	86·15	84·65	84·05	84·30	85·65
12	90·30	92·80	98·30		99·55	92·05	87·95	86·15	84·65	84·05	84·30	85·65
13	90·55	93·30	98·30		99·55	91·95	87·95	86·05	84·55	84·05	84·30	85·65
14	90·55	93·80	97·80		99·55	91·80	87·95	85·95	84·55	84·05	84·30	85·65
15	90·80	94·30	97·80		99·45	91·55	87·95	85·90	84·55	84·05	84·30	85·80
16	90·80	94·30	97·30		99·30	91·30	87·95	85·80	84·55	84·05	84·30	85·95
17	90·80	94·55	97·30		98·95	91·05	87·95	85·80	84·55	84·05	84·40	86·15
18	91·30	94·80	95·80		98·65	90·80	87·95	85·70	84·45	84·15	84·40	86·15
19	91·30	95·30	95·80		98·30	90·65	87·95	85·65	84·45	84·15	84·40	86·15
20	91·30	95·30	91·80		97·80	90·45	87·90	85·55	84·45	84·15	84·40	86·15
21	91·80	95·55	91·80		97·30	90·30	87·80	85·45	84·45	84·15	84·40	86·15
22	91·80	95·80	91·80		96·80	90·15	87·70	85·40	84·40	84·15	84·40	86·30
23	92·05	95·80	91·80		96·30	89·95	87·65	85·20	84·40	84·15	84·40	86·45
24	92·30	96·05	91·80		95·80	89·80	87·55	85·20	84·30	84·30	84·40	86·45
25	92·55	96·30	92·30		95·30	89·65	87·45	85·15	84·30	84·30	84·40	86·45
26	92·80	96·55	92·55		94·80	89·45	87·40	85·15	84·20	84·15	84·40	86·45
27	93·30	96·80	92·80		94·65	89·30	87·30	85·05	84·15	84·15	84·45	86·80
28	93·80	96·80	92·80		94·45	89·15	87·20	85·05	84·15	84·20	84·55	86·95
29	94·30		92·80		94·30	88·95	87·15	85·05	84·05	84·20	84·55	87·15
30	94·30		93·30		94·15	88·80	87·05	84·95	84·05	84·20	84·55	87·30
31	94·30		93·30		93·95		86·95	84·95		84·30		87·55

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1888.

TABLE No. 262.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	87·80	91·80	91·80	88·05	89·30	96·20	92·95	87·70	86·15	85·80	85·45	87·40
2	87·80	92·05	91·80	88·15	90·05	96·05	92·65	87·55	86·15	85·70	85·55	87·40
3	87·80	92·30	91·80	88·20	90·80	95·95	92·45	87·40	86·05	85·70	85·65	87·40
4	87·80	92·55	92·30	88·30	91·30	95·90	92·15	87·30	86·05	85·65	85·80	87·40
5	88·05	92·55	92·55	88·40	91·80	95·80	91·80	87·15	85·95	85·65	85·95	87·40
6	88·30	92·55	92·55	88·45	92·05	95·65	91·45	86·95	85·95	85·65	86·15	87·40
7	88·55	92·55	92·55	88·30	92·30	95·45	91·15	86·90	85·90	85·55	86·30	87·30
8	88·55	92·55	91·80	88·30	92·40	95·30	90·80	86·80	85·80	85·55	86·45	87·20
9	88·55	92·80	91·55	88·30	92·65	95·05	90·45	86·70	85·70	85·45	86·80	87·05
10	88·55	93·30	91·55	88·30	92·80	94·80	90·15	86·65	85·70	85·45	88·30	87·05
11	88·55	93·30	90·80	88·30	93·05	94·65	89·95	86·55	85·65	85·45	88·80	87·05
12	88·80	93·80	89·80	88·30	93·80	94·45	89·80	86·55	85·65	85·40	89·05	87·30
13	89·05	93·80	88·80	88·30	94·80	94·15	89·65	86·45	85·55	85·40	88·80	88·30
14	89·30	93·80	88·80	88·30	95·55	95·45	89·45	86·40	85·45	85·40	88·55	89·30
15	89·30	94·05	87·80	88·30	96·30	94·65	89·30	86·30	85·30	85·30	88·40	90·30
16	89·30	94·30	87·80	88·30	97·05	94·80	89·15	86·20	85·30	85·30	88·30	89·30
17	89·30	94·30	87·30	88·30	97·55	94·95	89·05	86·20	85·40	85·30	88·20	88·30
18	89·30	94·30	87·30	88·30	98·05	95·05	88·95	86·20	85·45	85·30	88·15	87·80
19	89·80	94·80	87·30	88·30	98·30	95·15	88·90	86·15	85·65	85·20	88·05	87·30
20	90·05	94·80	87·30	88·30	98·45	95·15	88·80	86·05	85·70	85·20	87·95	87·30
21	90·05	94·80	87·45	88·30	98·65	95·05	88·70	85·95	85·80	85·20	87·80	87·55
22	90·05	92·30	87·65	88·40	98·65	94·90	88·65	85·90	85·80	85·20	87·55	87·55
23	90·30	92·80	87·65	88·40	98·45	94·65	88·55	85·80	85·90	85·20	87·30	87·55
24	90·25	93·30	87·80	88·05	98·30	94·45	88·45	85·70	85·90	85·05	87·05	87·65
25	90·55	93·80	87·60	88·05	98·05	94·30	88·40	85·70	85·90	85·05	87·05	87·65
26	90·80	94·30	87·80	88·20	97·80	94·05	88·30	85·80	85·90	85·05	87·15	87·80
27	94·05	95·30	87·80	88·40	97·55	93·80	88·20	85·95	85·80	85·20	87·15	87·80
28	91·30	91·80	87·90	88·55	97·30	93·65	88·15	86·05	85·80	85·30	87·20	87·80
29	91·55	91·80	87·95	88·55	97·05	93·45	88·05	86·05	85·80	85·40	87·30	88·05
30	91·80		87·95	88·65	96·70	93·30	87·95	86·05	85·80	85·40	87·40	88·30
31	91·80		88·05		96·40		87·90	86·05		85·45		88·30

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1889.

TABLE No. 263.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	88·30	90·55	87·80	86·80	93·80	91·15	92·80	89·40	87·15	85·55	85·30	
2	88·30	90·55	86·80	86·80	94·15	91·80	92·65	89·30	87·05	85·55	85·30	
3	88·55	90·55	86·80	86·80	94·30	92·15	92·55	89·20	86·95	85·55	85·30	
4	88·55	90·55	85·80	86·80	94·45	93·15	92·45	89·15	86·80	85·55	85·30	
5	88·55	90·55	85·80	87·05	94·45	93·80	92·30	89·05	86·70	85·55	85·30	
6	88·80	90·55	85·80	87·30	94·40	94·30	92·15	88·90	86·70	85·55	85·30	
7	89·05	90·55	85·80	87·55	94·20	94·55	91·90	88·70	86·65	85·55	85·30	
8	89·30	90·80	85·80	87·80	94·05	94·80	91·65	88·55	86·65	85·65	85·30	
9	89·55	90·80	85·80	88·05	93·90	95·05	91·45	88·40	86·55	85·70	85·30	
10	89·55	91·05	85·80	88·30	93·65	95·30	91·40	88·20	86·55	85·70	85·30	
11	89·55	91·30	85·80	88·30	93·15	95·30	91·30	88·05	86·45	85·70	85·30	
12	90·05	91·30	85·80	88·10	93·30	95·05	91·20	87·95	86·40	85·70	85·30	
13	90·05	91·55	85·80	88·15	93·15	94·55	91·15	87·90	86·30	85·70	85·30	
14	90·05	91·55	85·80	88·55	92·95	94·30	91·05	87·80	86·20	85·70	85·30	
15	90·30	91·55	85·80	88·55	92·80	94·15	90·95	87·80	86·15	85·70	85·30	
16	90·30	91·55	85·80	88·55	92·65	94·15	90·90	87·80	86·05	85·70	85·10	
17	90·30	91·80	85·80	88·55	92·45	93·95	90·80	87·70	85·95	85·70	85·10	
18	90·55	91·80	85·80	88·65	92·30	93·80	90·70	87·70	85·95	85·70	85·40	
19	90·55	91·80	85·80	88·80	92·15	93·65	90·65	87·65	85·95	65·65	85·40	
20	90·55	91·80	85·80	89·05	91·95	93·45	90·55	87·65	85·90	85·55	85·45	
21	90·55	91·80	86·05	89·30	91·80	93·30	90·45	87·65	85·90	85·55	85·70	
22	90·55	91·80	86·30	89·55	91·65	93·15	90·40	87·55	85·80	85·55	86·15	
23	90·55	91·80	86·55	89·90	91·40	93·05	90·30	87·55	85·80	85·45	86·30	
24	90·30	91·80	86·80	90·30	91·15	92·95	90·40	87·55	85·70	85·45	86·40	
25	90·30	91·30	87·05	90·80	91·05	92·90	90·15	87·55	85·70	85·45	86·45	
26	90·30	91·30	87·05	91·30	90·95	92·95	89·95	87·45	85·70	85·40	86·45	
27	90·55	90·80	87·05	91·80	90·95	93·05	89·80	87·40	85·65	85·40	86·45	
28	90·55	90·80	87·05	92·30	90·95	93·05	89·70	87·40	85·65	85·40	86·45	
29	90·55		87·05	92·80	90·90	92·95	89·65	87·40	85·55	85·40	86·45	
30	90·55		86·95	93·30	90·80	92·90	89·55	87·30	85·55	85·40	86·45	
31	90·55		86·95		90·70		89·45	87·20		85·40		

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1890.

TABLE No. 264.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	90·30	92·80	90·80	88·05	93·30	96·70	93·55	88·80	87·90	86·80	86·20	86·45
2	90·30	93·30	89·80	88·30	93·45	96·90	93·30	88·70	87·95	86·80	86·20	86·45
3	90·30	93·30	89·80	88·55	93·65	96·95	93·05	88·65	87·95	86·80	86·20	86·45
4	90·30	93·30	89·80	88·80	93·80	97·05	92·80	88·65	88·05	86·80	86·20	86·55
5	90·55	93·80	89·80	89·05	94·15	96·95	92·65	88·65	88·15	86·70	86·20	86·65
6	90·80	93·80	89·30	89·30	94·45	96·80	92·45	88·55	88·15	86·70	86·20	86·70
7	91·30	93·80	89·30	89·55	94·80	96·55	92·30	88·45	88·20	86·70	86·20	86·80
8	91·80	93·80	88·80	90·05	95·15	96·30	92·15	88·40	88·20	86·70	86·20	86·80
9	92·30	93·80	88·80	90·55	95·45	96·15	91·95	88·30	88·15	86·70	86·30	86·80
10	92·80	91·80	88·80	90·95	95·55	95·95	91·80	88·20	88·15	86·65	86·45	86·80
11	93·30	91·80	88·80	91·30	95·55	95·95	91·65	88·15	88·05	86·65	86·55	86·80
12	93·55	91·80	88·80	91·65	95·65	96·05	91·45	88·15	88·05	86·55	86·55	86·95
13	92·80	91·80	88·80	92·15	95·65	96·15	91·30	88·05	88·05	86·45	86·15	87·15
14	92·80	92·30	88·80	92·65	95·65	96·20	91·15	88·05	87·95	86·45	86·40	87·30
15	93·30	92·80	88·80	93·15	95·55	96·30	90·95	87·95	87·95	86·55	86·30	87·45
16	93·80	93·30	88·80	93·30	95·40	96·40	90·80	87·95	87·90	86·65	86·30	87·65
17	94·30	93·30	88·80	93·40	95·20	96·40	90·65	87·90	87·80	86·70	86·30	87·65
18	94·80	93·30	88·80	93·30	95·15	96·15	90·30	87·90	87·70	86·80	86·10	87·65
19	94·80	93·80	88·80	93·30	95·15	96·30	90·15	87·80	87·65	86·80	86·15	87·80
20	95·30	93·80	88·30	93·30	95·15	96·05	89·95	87·80	87·55	86·80	86·45	87·80
21	95·30	93·80	88·30	93·20	95·30	95·80	89·80	87·80	87·45	86·70	86·15	87·95
22	95·30	93·80	88·30	93·20	95·15	95·65	89·65	87·95	87·30	86·70	86·15	88·15
23	93·80	92·80	88·30	93·05	95·65	95·45	89·55	88·15	87·30	86·70	86·45	88·15
24	92·80	92·80	87·80	92·95	95·70	95·30	89·45	88·15	87·15	86·65	86·15	88·15
25	91·80	92·80	87·80	92·95	95·80	95·05	89·40	88·15	87·05	86·65	86·45	88·15
26	91·80	92·80	87·80	93·05	95·90	94·80	89·30	88·05	86·95	86·55	86·45	88·30
27	91·80	92·80	87·80	93·15	96·15	94·55	89·30	88·05	86·80	86·45	86·45	88·40
28	92·30	92·80	87·80	93·20	96·20	94·30	89·20	87·95	86·80	86·40	86·45	88·45
29	92·30		87·80	93·20	96·40	94·05	89·15	87·90	86·80	86·30	86·15	88·45
30	92·30		87·80	93·20	96·45	93·80	89·05	87·80	86·80	86·30	86·15	88·45
31	92·30		87·80		96·55		88·95	87·80		86·20		88·45

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1891.

TABLE No. 265.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	88·45	90·30	92·30	92·30	96·80	92·45	88·05	88·80	87·30	86·15	86·05	90·15
2	88·55	90·05	91·80	91·80	96·80	92·20	87·95	88·80	87·20	86·05	86·05	90·15
3	88·65	90·80	90·80	91·70	96·80	91·95	87·90	88·80	87·20	85·95	85·95	90·15
4	88·80	91·05	89·80	91·55	97·05	91·80	87·80	88·70	87·20	85·90	85·95	90·15
5	88·95	91·30	89·80	91·30	97·05	91·65	87·80	88·65	87·15	85·80	85·90	90·15
6	89·15	91·55	89·80	91·05	96·80	91·40	87·80	88·55	87·15	85·80	85·80	90·15
7	89·30	91·80	89·80	90·80	96·80	91·15	87·70	88·45	87·15	85·80	85·80	90·05
8	89·30	92·05	89·80	90·55	96·80	90·95	87·70	88·30	87·05	85·90	85·80	89·95
9	89·30	92·30	89·80	90·30	96·80	90·80	87·65	88·15	87·05	85·95	85·70	89·90
10	89·30	92·30	89·80	90·15	96·55	90·65	87·55	87·95	87·05	86·15	85·70	89·80
11	89·40	92·55	89·80	90·30	96·30	90·45	87·45	87·80	86·95	86·20	85·70	89·70
12	89·15	92·55	89·80	90·15	96·05	90·30	87·40	87·55	86·95	86·30	85·70	89·65
13	89·65	92·80	89·80	91·05	95·80	90·15	87·30	87·30	86·95	86·40	85·70	89·45
14	89·80	93·05	89·80	91·30	95·65	89·95	87·30	87·15	86·95	86·45	85·70	89·40
15	89·80	93·05	89·80	91·55	95·45	89·80	87·30	87·15	86·90	86·45	85·70	89·30
16	89·80	93·30	90·30	91·80	95·30	89·65	87·30	87·15	86·90	86·45	85·80	89·20
17	89·90	93·30	90·55	92·30	95·10	89·45	87·30	87·15	86·90	86·40	87·95	89·20
18	89·95	93·30	90·80	92·80	95·05	89·40	87·30	87·15	86·80	86·40	86·15	89·20
19	90·05	93·55	90·80	93·30	94·95	89·30	87·55	87·20	86·80	86·30	86·30	89·15
20	90·05	93·55	91·30	93·80	94·80	89·20	87·80	87·40	86·80	86·30	86·45	89·15
21	90·05	93·55	91·80	94·30	94·65	89·15	87·95	87·40	86·70	86·30	86·80	89·05
22	90·15	93·30	92·30	94·80	94·15	89·05	88·15	87·40	86·70	86·20	87·30	89·05
23	90·30	93·30	92·55	95·05	94·30	88·95	88·20	87·45	86·65	86·20	87·80	88·95
24	90·30	93·05	92·55	95·20	94·15	88·90	88·30	87·45	86·65	86·20	88·65	88·95
25	90·30	92·80	92·55	95·80	93·95	88·80	88·40	87·45	86·55	86·15	89·15	88·90
26	90·30	92·30	92·55	96·15	93·80	88·70	88·45	87·40	86·45	86·15	89·45	88·90
27	90·30	92·30	92·55	96·45	93·55	88·65	88·55	87·40	86·40	86·15	89·80	88·80
28	90·30	92·30	92·70	96·65	93·30	88·45	88·65	87·30	86·30	86·15	89·95	88·80
29	90·30	. .	92·70	96·80	93·05	88·30	88·65	87·30	86·20	86·15	90·05	88·70
30	90·30	. .	92·80	96·80	92·80	88·15	88·65	87·30	86·20	86·15	90·15	88·65
31	90·30	. .	92·80	. .	92·65		88·65	87·30	. . . . .	86·15	. . . . .	88·65

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1892.

TABLE No. 266.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	88·80	90·80	89·30	87·30	89·30	90·15	91·05	87·40	87·45	86·80	86·20	89·15
2	89·30	90·80	89·30	87·80	89·15	90·15	91·05	87·40	87·20	86·80	86·30	89·15
3	89·80	90·80	89·55	88·30	89·65	90·15	91·05	87·30	86·95	86·80	86·30	88·80
4	90·30	90·30	89·55	89·30	89·80	90·15	90·95	87·30	86·70	86·80	86·30	88·80
5	90·80	89·80	89·80	90·30	89·95	90·15	90·80	87·20	86·45	86·80	86·30	88·55
6	91·30	89·80	89·80	91·30	90·05	90·15	90·55	87·20	86·40	86·80	86·20	88·55
7	91·45	89·80	90·30	92·05	90·15	90·20	90·30	87·20	86·30	86·80	86·20	88·55
8	91·55	89·30	90·30	92·05	90·20	90·20	90·05	87·15	86·20	86·70	86·15	88·30
9	91·55	88·80	90·30	92·30	90·30	90·30	89·80	87·15	86·15	86·70	86·15	88·30
10	91·80	88·30	90·30	92·30	90·30	90·30	89·55	87·15	86·15	86·65	86·15	88·30
11	91·80	88·30	90·25	91·80	90·30	90·20	89·30	87·15	86·15	86·65	86·20	87·80
12	91·80	87·80	89·80	91·80	90·30	90·15	89·05	87·15	86·05	86·65	86·30	87·80
13	91·80	87·80	89·30	90·80	90·30	90·15	88·80	87·65	86·05	86·65	86·45	87·80
14	91·80	87·80	89·05	90·30	90·20	90·05	88·65	87·70	86·05	86·65	86·65	87·55
15	91·80	87·80	88·80	90·15	90·20	90·05	88·45	87·80	85·95	86·65	86·80	87·55
16	91·80	87·80	88·80	89·95	90·15	89·95	88·30	87·90	85·95	86·55	87·05	87·55
17	91·80	87·80	88·80	89·80	90·15	89·95	88·15	87·95	85·95	65·45	87·30	87·80
18	91·80	87·80	88·80	89·65	90·15	90·05	87·95	87·95	85·95	86·40	87·80	88·30
19	91·80	87·80	88·80	89·45	90·15	90·20	87·90	88·05	86·05	86·40	88·55	88·30
20	91·80	87·80	88·80	89·30	90·15	90·30	87·80	88·05	86·20	84·30	89·05	88·30
21	91·80	87·80	88·80	89·15	90·15	90·30	87·70	87·95	86·40	86·30	89·30	88·80
22	91·80	88·30	87·80	88·80	90·20	90·30	87·65	87·80	86·45	86·30	89·45	89·30
23	91·80	88·30	87·80	88·80	90·40	90·30	87·65	87·70	86·55	86·20	89·55	89·80
24	91·80	88·55	87·80	88·80	90·45	90·55	87·55	87·70	86·65	86·20	89·65	90·30
25	91·80	88·80	87·80	88·80	90·45	90·80	87·55	87·70	86·70	86·15	89·55	91·30
26	91·80	88·80	86·80	88·95	90·30	90·95	87·45	87·65	86·80	86·15	89·45	91·30
27	91·55	89·30	86·80	89·15	90·30	91·15	87·45	87·65	86·95	86·05	89·40	90·80
28	91·30	89·30	86·80	89·15	90·15	91·15	87·45	87·65	86·95	86·15	89·30	90·80
29	90·80	89·30	86·80	89·15	90·15	91·15	87·45	87·65	86·80	86·15	89·20	89·80
30	90·80	. .	86·80	89·15	90·15	91·15	87·45	87·65	86·80	86·20	89·15	89·80
31	90·80	. .	86·80	. .	90·15	. . . .	87·45	87·65	. . . . .	86·20	.	89·30

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1893.

TABLE No. 267.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1		95·30	97·80	91·80	91·05	97·55	91·80	88·40	88·80	86·30	87·55	87·05
2		95·80	98·30	91·30	91·30	97·30	91·65	88·30	88·45	86·30	87·55	87·15
3		95·80	98·30	91·30	92·30	97·05	91·15	88·20	88·05	86·30	87·45	87·15
4		96·80	98·80	91·30	93·30	96·80	91·30	88·20	87·65	86·30	87·45	87·20
5		97·80	98·80	90·80	95·05	96·55	91·30	88·20	87·45	86·40	87·40	87·20
6		98·30	98·30	90·80	95·30	96·45	91·20	88·20	87·40	86·40	87·40	87·30
7		98·30	98·30	90·30	95·45	96·40	91·20	88·30	87·30	86·45	87·40	87·30
8		98·30	97·80	89·80	95·65	96·30	91·15	88·40	87·20	86·45	87·30	87·55
9		98·30	97·80	89·80	95·80	96·30	90·95	88·40	87·15	86·45	87·30	87·80
10		98·30	96·80	90·30	95·90	96·30	90·80	88·40	87·05	86·45	87·30	88·30
11		95·80	96·80	90·55	95·95	96·15	90·65	88·40	86·95	86·45	87·30	88·55
12		95·80	95·80	90·80	96·05	95·95	90·30	88·20	86·90	86·55	87·20	88·80
13		94·80	94·80	90·80	96·15	95·80	90·15	88·15	86·70	86·55	87·20	89·30
14		94·80	94·80	90·80	96·30	95·55	89·95	88·05	86·55	86·55	87·15	89·80
15		94·30	94·80	90·30	96·40	95·30	89·80	87·95	86·45	86·65	87·15	90·30
16		95·80	94·80	90·30	97·30	95·05	89·80	87·90	86·45	86·65	87·05	90·80
17		96·30	93·80	90·15	97·55	94·80	89·65	87·80	86·55	86·65	86·95	90·80
18		96·30	93·80	90·15	98·55	94·55	89·15	87·70	86·55	86·70	86·90	90·80
19		96·55	93·80	90·30	98·30	94·30	89·30	87·65	86·55	86·70	86·80	90·30
20		96·80	92·80	90·55	98·55	94·05	89·20	87·55	68·45	86·80	86·80	89·80
21		97·05	92·80	91·05	99·80	93·80	89·15	87·45	86·45	86·90	86·80	89·30
22		97·55	92·80	91·30	99·80	93·55	89·05	87·40	86·45	86·95	86·80	89·30
23		98·30	92·80	91·80	99·70	93·30	89·05	87·30	86·40	87·05	86·80	89·30
24		98·30	91·80	92·05	99·55	93·05	88·95	87·20	86·40	87·15	86·80	89·30
25		98·30	91·80	91·80	99·30	92·80	88·95	87·15	86·40	87·20	86·80	88·80
26		98·30	91·80	91·30	99·05	92·55	88·90	87·05	86·30	87·30	86·80	88·80
27		98·30	91·80	91·30	98·80	92·45	88·80	87·05	86·30	87·40	86·80	88·80
28		97·80	91·80	91·05	98·55	92·30	88·70	87·05	86·30	87·45	86·90	88·80
29			91·80	90·80	98·30	92·15	88·65	87·65	86·30	87·45	86·95	88·80
30			91·80	90·80	98·05	91·95	88·55	89·30	86·30	87·55	87·05	88·80
31			91·80		97·80		88·45	89·15		87·55		88·80

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1894.

TABLE No. 268.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	88·80	91·30	96·45	89·80	97·20	93·30	91·15	87·45	85·55	85·65	87·80	88·05
2	88·80	91·55	96·45	90·05	97·20	93·45	90·95	87·40	85·45	85·65	87·90	88·05
3	89·30	91·55	95·80	90·05	97·15	93·65	90·80	87·30	85·45	85·70	87·95	87·80
4	89·55	91·80	95·80	90·05	97·15	93·55	90·65	87·20	85·40	85·70	88·15	87·80
5	89·80	91·80	91·80	89·80	97·15	93·45	90·55	87·15	85·40	85·80	88·20	87·80
6	89·80	92·05	93·80	89·65	97·15	93·40	90·55	87·15	85·30	85·80	88·20	87·80
7	89·80	92·05	93·80	89·45	97·20	93·30	90·65	86·95	85·30	85·80	88·20	87·80
8	89·80	92·30	93·80	89·45	97·20	93·15	90·65	86·80	85·30	85·90	88·30	87·70
9	90·30	92·55	93·80	89·30	97·15	92·95	90·65	86·65	85·20	85·95	88·30	87·65
10	90·80	92·80	94·30	89·15	97·05	92·80	90·55	86·55	85·20	85·95	88·30	87·55
11	91·30	93·30	94·30	89·15	96·80	92·65	90·45	86·55	85·15	85·95	88·30	87·55
12	91·80	93·80	94·30	89·20	96·65	92·40	90·30	86·45	85·15	86·05	88·40	87·45
13	92·30	94·30	92·80	89·30	96·45	92·15	90·15	86·45	85·05	86·05	88·45	87·45
14	92·55	94·55	92·80	89·55	96·30	91·95	89·95	86·40	85·05	86·20	88·45	87·45
15	90·80	94·80	91·80	89·80	96·15	91·80	89·80	86·40	85·15	86·40	88·40	87·30
16	92·80	94·80	91·80	90·05	95·95	91·65	89·65	86·40	85·20	86·45	88·40	87·30
17	92·80	94·80	91·80	90·30	95·80	91·45	89·45	86·30	85·30	86·55	88·40	87·30
18	92·80	94·80	91·80	90·55	95·65	91·30	89·30	86·20	85·30	86·65	88·40	87·30
19	92·80	95·30	91·80	90·80	95·55	91·15	89·15	86·20	85·30	86·80	88·30	87·30
20	91·80	95·55	91·80	91·30	95·30	91·65	88·95	86·15	85·10	87·05	88·20	87·30
21	89·80	95·80	91·80	92·15	95·05	91·80	88·80	86·15	85·40	87·30	88·15	87·30
22	89·80	95·80	90·80	92·95	94·80	92·15	88·65	86·15	85·40	87·45	88·05	87·30
23	89·80	96·15	90·80	93·80	94·55	92·30	88·45	86·05	85·40	87·70	87·95	87·55
24	89·80	96·45	90·80	94·55	94·30	92·15	88·30	86·05	85·45	87·90	87·90	88·05
25	89·80	96·65	90·80	95·30	94·05	91·95	88·15	86·05	85·45	87·90	87·90	88·55
26	90·30	96·65	90·80	95·80	93·80	91·80	87·95	85·95	85·45	87·90	87·90	89·30
27	90·30	96·65	90·80	96·30	93·65	91·65	87·80	85·90	85·55	87·80	87·90	89·80
28	90·80	96·45	90·80	96·65	93·45	91·55	87·65	85·80	85·55	87·80	87·95	90·05
29	90·80		90·80	96·95	93·45	91·45	87·65	85·70	85·55	87·70	88·05	90·05
30	91·30		90·80	97·15	93·30	91·30	87·55	85·65	85·55	87·70	88·05	90·05
31	91·30		90·80		93·15		87·55	85·55		87·70		89·80

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1895.

TABLE No. 269.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	89·80	92·45	93·80	87·80	94·65	92·45	89·55	86·45	86·65	85·30	85·05	86·65
2	89·80	92·45	94·30	87·80	94·65	92·55	89·30	86·15	86·55	85·30	85·05	86·80
3	89·95	92·65	94·30	87·80	94·65	92·65	89·05	86·40	86·45	85·30	85·05	86·80
4	90·15	92·80	94·30	87·80	94·65	92·70	88·80	86·40	86·40	85·30	85·05	86·80
5	90·30	93·05	94·30	87·80	94·80	92·80	88·55	86·30	86·30	85·30	85·05	86·95
6	90·45	93·30	93·80	87·80	94·95	92·80	88·30	86·20	86·20	85·30	85·05	87·15
7	90·65	93·30	93·80	87·80	95·15	92·80	88·05	86·20	86·15	85·30	85·15	87·30
8	90·65	93·30	92·80	87·80	95·30	92·80	87·80	86·30	86·05	85·30	85·15	87·45
9	90·65	93·80	91·80	87·30	95·45	92·70	87·70	86·30	85·95	85·20	85·15	87·65
10	90·65	93·80	91·80	91·80	95·65	92·65	87·65	86·40	85·95	85·20	85·30	87·80
11	90·80	93·80	91·80	91·55	95·80	92·55	87·55	86·40	85·95	85·20	85·40	87·80
12	91·30	94·30	91·80	91·30	95·80	92·45	87·45	86·40	85·95	85·20	85·45	87·80
13	91·45	94·30	91·80	91·05	95·65	92·40	87·45	86·40	85·90	85·15	85·65	87·80
14	91·80	94·30	91·80	91·30	95·45	92·30	87·40	86·45	85·90	85·15	85·70	87·80
15	91·80	94·30	91·80	91·55	95·30	92·20	87·40	86·45	85·90	85·15	85·80	87 30
16	91·80	94·55	91·80	91·80	95·05	92·15	87·30	86·45	85·80	85·15	85·90	86·80
17	91·80	94·55	89·80	92·05	94·90	92·05	87·30	86·45	85·80	85·15	85·90	86·80
18	91·55	94·80	89·80	92·30	94·80	91·95	87·20	86·45	85·80	85·15	85·90	86·30
19	91·30	94·80	89·80	92·45	94·55	91·90	87·20	86·45	85·70	85·15	85·90	86·30
20	91·30	94·55	89·80	92·65	94·30	91·80	87·15	86·55	85·70	85·15	85·95	86·45
21	91·30	94·30	89·80	92·80	94·05	91·65	87·15	86·55	85·65	85·15	85·95	86·65
22	91·55	94·30	88·80	93·05	93·80	91·45	87·05	86·55	85·55	85·15	85·95	86·80
23	91·80	94·80	88·80	93·30	93·55	91·30	87·05	86·55	85·55	85·15	85·95	87·15
24	91·80	94·80	88·80	93·55	93·30	91·05	86·95	86·65	85·45	85·15	86·05	87·45
25	91·80	94·80	88·80	93·80	93·05	90·80	86·90	86·65	85·45	85·05	86·05	87·80
26	91·95	94·30	88·80	94·05	92·80	90·55	86·80	86·65	85·45	86·05	86·05	88·15
27	92·15	94·30	88·80	94·30	92·70	90·30	86·70	86·65	85·40	85·05	86·20	88·45
28	92·15	93·80	88·80	94·55	92·65	90·15	86·65	86·70	85·40	85·05	86·40	88·80
29	92·30		88·80	94·55	92·55	89·95	86·55	86·70	85·40	85·05	86·45	89·30
30	92·45		88·80	94·55	92·45	89·80	86·45	86·70	85·40	85·05	86·45	89·80
31	92·45		88·80		92·45		86·45	86·70		85·05		90·30

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1896.

TABLE No. 270.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	90·55	96·80	95·80	89·30	96·40	91·70	88·65	87·15	85·80	85·65	86·20	90·30
2	90·80	96·80	95·80	88·80	96·30	91·70	88·45	86·95	85·80	85·80	86·30	90·30
3	90·80	96·80	96·30	88·80	96·20	91·65	88·30	86·90	85·70	85·90	86·30	90·55
4	90·80	96·80	96·30	88·80	96·15	91·55	88·15	86·80	85·70	85·90	86·40	90·80
5	90·80	96·80	95·80	88·80	96·05	91·45	88·15	86·80	85·70	85·95	86·80	91·05
6	90·30	96·30	95·80	89·30	95·95	91·45	88·20	86·80	85·70	85·95	87·55	91·30
7	89·80	95·80	95·80	89·80	95·80	91·65	88·30	86·70	85·70	86·05	87·90	91·30
8	89·80	94·80	95·30	90·80	95·65	91·80	88·45	86·70	85·65	86·15	88·15	91·30
9	89·80	94·80	94·80	91·80	95·45	91·95	88·45	86·65	85·65	86·20	88·40	91·30
10	89·80	94·80	93·80	92·80	95·30	92·15	88·45	86·65	85·65	86·20	88·55	91·80
11	90·05	95·30	93·80	93·30	95·15	92·15	88·45	86·65	85·65	86·30	88·70	91·80
12	90·30	95·80	93·30	93·80	94·95	91·95	88·45	86·55	85·65	86·30	88·90	91·80
13	90·30	95·80	93·30	94·30	94·80	91·80	88·40	86·55	85·55	86·30	89·05	91·80
14	90·55	96·30	93·30	94·80	94·65	91·65	88·40	86·55	85·55	86·30	89·15	90·80
15	90·55	96·80	92·80	94·80	94·45	91·45	88·30	86·45	85·55	86·30	89·20	90·80
16	90·55	97·30	92·80	95·30	94·30	91·30	88·30	86·45	85·55	86·30	89·30	90·80
17	90·80	97·30	91·80	95·80	94·15	91·30	88·20	86·40	85·45	86·30	89·40	91·30
18	90·80	97·30	90·80	96·30	93·95	90·95	88·15	86·40	85·45	86·30	89·45	91·30
19	91·30	96·30	90·80	96·80	93·80	90·80	88·05	86·30	85·45	86·30	89·55	91·55
20	91·80	96·30	89·80	97·15	93·55	90·65	87·95	86·30	85·45	86·30	89·65	91·80
21	91·80	95·80	89·80	97·45	93·30	90·45	87·90	86·20	85·45	86·20	89·70	91·80
22	92·30	95·80	89·80	97·55	93·05	90·30	87·80	86·20	85·45	86·20	89·80	92·30
23	92·80	95·80	89·80	97·65	92·80	90·05	87·80	86·15	85·45	86·20	89·90	92·30
24	93·80	95·80	89·80	97·65	92·65	89·80	87·70	86·15	85·55	86·20	89·95	92·55
25	94·80	95·80	89·80	97·45	92·45	89·65	87·65	86·05	85·55	86·20	90·05	92·80
26	95·30	95·80	89·80	97·30	92·30	89·45	87·65	86·05	85·55	86·20	90·15	93·30
27	95·80	95·80	89·80	97·05	92·15	89·30	87·55	85·95	85·55	86·20	90·20	93·30
28	96·30	95·80	89·80	96·80	91·95	89·15	87·55	85·95	85·55	86·20	90·30	92·80
29	96·80	95·80	89·80	96·65	91·80	89·05	87·45	85·90	85·55	86·20	90·30	91·80
30	96·80		89·80	96·45	91·80	88·95	87·40	85·90	85·55	86·20	90·30	91·80
31	96·80		89·80		91·80		87·30	85·80		86·20		91·80

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1897.

TABLE No. 271.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	91·80	90·80	89·30	89·30	96·90	94·70	90·15	87·20	86·70	84·90	85·80	85·20
2	90·80	90·80	89·30	89·80	97·15	94·20	89·95	87·20	86·65	84·80	85·90	85·05
3	90·80	89·80	89·30	90·30	97·30	93·90	89·80	87·15	86·55	84·80	85·95	84·95
4	90·30	89·80	88·80	90·30	97·30	93·90	89·65	87·05	86·15	84·80	86·05	85·15
5	89·80	89·80	88·80	90·30	97·20	93·70	89·45	86·95	86·40	84·70	86·05	85·30
6	88·80	89·80	88·80	90·30	97·15	93·40	89·30	86·90	86·30	84·70	86·05	85·45
7	88·80	89·80	88·80	90·30	97·05	93·30	89·15	86·80	86·30	84·70	86·05	85·65
8	88·80	89·30	88·80	90·30	97·05	93·20	88·95	86·70	86·20	84·65	86·05	85·80
9	88·80	89·30	88·80	90·30	96·95	93·05	88·70	86·55	86·15	84·65	85·95	85·95
10	88·80	89·30	88·80	90·30	96·95	92·95	88·55	86·45	85·95	84·65	86·05	85·95
11	88·80	89·80	88·80	90·30	96·80	92·95	88·45	86·45	85·90	84·55	85·95	86·05
12	89·30	90·30	89·30	90·30	96·65	92·95	88·40	86·65	84·80	84·65	85·95	86·20
13	89·80	90·30	89·30	90·30	96·40	93·15	88·40	86·55	84·80	84·65	85·90	86·45
14	89·80	90·30	89·80	90·30	96·20	93·15	88·30	86·55	85·70	84·55	85·80	86·65
15	89·80	89·80	90·80	90·30	96·05	93·05	88·20	86·55	85·70	84·65	85·80	87·15
16	90·30	89·80	90·80	90·30	95·80	92·95	88·15	86·55	85·65	84·65	85·70	87·65
17	90·30	89·80	90·80	90·30	95·55	92·80	88·05	86·55	85·55	84·70	85·80	88·15
18	90·30	90·30	90·80	90·30	95·30	92·65	87·90	86·65	85·40	84·70	85·80	88·65
19	90·30	90·30	90·80	90·30	95·15	92·40	87·80	86·70	85·30	84·70	85·70	89·65
20	90·30	89·80	90·80	90·10	95·05	92·15	87·70	86·80	85·30	84·80	85·70	90·65
21	90·30	88·80	89·80	90·45	94·90	91·95	87·55	86·80	85·20	84·90	85·70	90·80
22	90·80	88·80	89·80	90·55	95·05	91·70	87·40	86·80	85·15	84·95	85·65	89·30
23	90·80	88·80	89·80	90·65	95·30	91·45	87·30	86·90	85·05	85·05	85·55	89·30
24	91·30	88·80	89·80	90·80	95·80	91·20	87·20	86·80	85·05	85·15	85·55	90·65
25	91·30	88·80	89·80	91·30	96·05	91·20	87·15	86·80	85·05	85·20	85·45	91·30
26	91·30	89·30	89·30	92·30	96·15	91·15	87·05	86·95	85·05	85·30	85·55	89·80
27	91·80	89·30	88·80	93·30	96·05	90·95	86·95	86·95	84·95	85·45	85·65	89·30
28	91·80	89·30	88·80	94·30	95·95	90·70	86·90	86·95	85·05	85·55	85·55	90·80
29	91·30	.....	88·80	95·40	95·65	90·20	87·05	86·90	85·05	85·70	85·45	91·15
30	91·30	.....	88·80	96·15	95·30	90·15	87·15	86·80	84·95	85·80	85·30	90·65
31	90·80	.....	88·80		95·05	.....	87·20	86·80	.....	85·80	.....	89·55

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1898.

TABLE No. 272.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	89·30	91·40	89·80	92·55	92·15	92·10	91·05	87·20	86·20	86·30	89·30	88·05
2	89·30	92·80	90·15	92·40	92·05	92·30	91·05	87·15	86·15	86·30	89·40	87·95
3	89·80	93·30	90·15	92·30	92·05	92·20	90·95	87·05	86·15	86·30	89·30	87·95
4	89·95	93·55	90·15	92·20	91·95	92·15	90·90	87·05	86·20	86·40	89·20	87·90
5	90·20	93·80	89·30	92·05	91·95	91·95	90·70	87·05	86·20	86·40	89·05	87·90
6	89·80	93·70	88·80	92·05	91·90	91·80	90·55	86·90	86·20	86·40	88·95	87·80
7	89·20	93·70	88·65	91·80	91·80	91·65	90·40	86·90	86·30	86·30	88·80	87·70
8	89·20	93·55	87·80	91·45	91·65	91·40	90·20	86·90	86·40	86·30	88·65	87·65
9	89·15	93·30	87·45	91·15	91·55	91·20	89·95	86·80	86·45	86·20	88·65	88·15
10	89·15	91·80	87·45	90·80	91·40	90·95	89·80	86·80	86·55	86·15	88·55	87·90
11	89·80	90·95	87·80	90·65	91·20	90·80	89·70	86·70	86·55	86·15	88·65	87·80
12	90·80	90·30	88·80	90·70	91·20	90·70	89·55	86·70	86·45	86·15	88·55	87·80
13	89·80	90·30	90·80	90·70	91·20	90·65	89·40	86·70	86·40	86·20	88·55	87·65
14	88·90	90·20	92·80	90·65	91·15	90·65	89·20	86·65	86·30	86·30	88·55	87·70
15	89·15	90·20	94·65	90·45	91·05	90·65	88·95	86·65	86·30	86·40	88·55	87·80
16	88·95	89·95	95·20	90·40	90·95	90·65	88·80	86·90	86·20	86·45	88·55	88·80
17	88·95	90·80	94·80	90·45	90·90	90·55	88·70	87·05	86·20	86·55	88·55	89·30
18	89·15	92·15	94·65	90·65	90·80	90·40	88·55	87·15	86·20	86·65	88·55	87·80
19	88·90	92·65	94·65	90·95	90·65	90·30	88·55	87·15	86·20	86·80	88·65	87·80
20	88·80	92·65	94·55	91·30	90·65	90·15	88·45	87·15	86·15	87·20	88·80	88·80
21	88·65	92·65	94·55	91·55	90·45	89·95	88·40	87·15	86·05	87·20	88·80	89·80
22	89·30	93·15	94·45	91·80	90·45	89·80	88·30	87·15	86·05	87·40	88·80	87·30
23	89·90	93·20	93·45	91·95	90·15	89·65	88·20	87·05	86·05	87·80	88·90	87·15
24	89·80	92·30	93·05	91·95	90·55	89·45	88·15	86·90	86·20	88·20	88·80	87·15
25	89·95	92·30	92·55	91·95	90·90	89·10	88·05	86·80	86·20	88·30	88·70	87·15
26	89·95	92·20	92·30	92·20	91·20	89·55	87·95	86·70	86·20	88·30	88·65	87·30
27	90·80	90·80	92·20	92·20	91·70	89·70	87·80	86·65	86·20	88·80	88·55	87·80
28	91·15	90·80	92·30	92·05	92·05	89·95	87·70	86·45	86·20	89·15	88·40	88·30
29	91·45		92·95	92·05	92·20	90·45	87·55	86·40	86·20	89·20	88·20	89·30
30	91·80		93·30	92·15	92·40	90·80	87·40	86·30	86·20	89·30	88·15	90·45
31	91·80		92·65	.....	92·15		87·30	86·20		89·30		91·55

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1899.

TABLE No. 273.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec
1....	92·65	91·05	88·80	87·20	97·30	94·95	90·30	88·40	85·70	87·80	87·15	86·20
2....	90·30	91·05	88·80	87·20	96·90	94·95	90·05	88·30	85·70	88·05	87·15	86·20
3....	90·30	91·20	88·80	87·20	98·15	94·95	89·90	88·30	85·65	88·20	87·15	86·15
4....	90·20	90·95	88·80	86·65	99·05	94·95	89·80	88·30	85·65	88·30	87·20	86·15
5....	88·15	90·95	88·90	86·55	99·45	94·90	89·70	88·20	85·55	88·30	87·20	86·15
6....	88·30	90·95	88·30	86·45	99·65	94·80	89·65	88·05	85·45	88·30	87·15	86·15
7....	90·80	91·20	88·15	86·30	99·80	94·65	89·55	87·95	85·40	88·20	87·15	86·15
8....	89·90	91·30	87·80	86·55	99·90	94·55	89·40	87·80	85·30	88·65	87·05	86·15
9....	90·40	91·45	87·55	87·30	99·70	94·30	89·55	87·65	85·20	87·95	86·95	85·95
10....	90·80	92·80	87·30	87·95	99·55	94·05	90·05	87·45	85·20	87·80	86·80	85·95
11....	91·65	92·80	87·30	87·95	99·30	93·80	90·30	87·30	85·20	87·70	86·80	85·95
12....	91·65	93·15	87·05	88·15	99·05	93·55	90·55	87·20	85·20	87·65	86·70	86·45
13....	93·05	93·15	87·05	89·30	98·70	93·30	90·80	87·15	85·15	87·45	86·65	87·40
14....	91·80	93·55	87·05	90·40	98·30	93·05	90·65	86·95	85·15	87·30	86·65	87·80
15....	91·80	92·95	87·20	91·65	97·90	92·90	90·40	86·90	85·05	87·15	86·55	88·30
16....	90·95	92·20	87·20	92·80	97·45	92·70	90·20	86·80	84·95	87·05	86·45	88·80
17....	89·80	89·95	87·45	93·80	97·05	92·55	90·05	86·65	84·95	86·90	86·40	89·55
18....	90·20	89·80	88·15	94·80	96·70	92·30	89·95	86·45	84·95	86·80	86·30	89·80
19....	89·80	89·30	88·30	95·05	96·50	92·15	89·80	86·30	84·95	86·80	86·30	87·70
20....	89·80	89·20	88·30	93·95	96·05	91·80	89·55	86·20	85·05	86·80	86·30	87·95
21....	89·55	89·05	88·30	94·65	95·70	91·70	89·45	86·05	85·05	86·70	86·30	88·20
22....	89·30	89·05	88·30	94·80	95·45	91·55	89·30	86·15	85·05	86·80	86·30	88·30
23....	89·05	89·15	88·05	94·95	95·15	91·40	89·20	86·05	85·15	86·80	86·30	88·30
24....	89·05	89·80	88·05	95·20	94·90	91·30	88·80	85·95	85·20	86·80	86·30	88·55
25....	89·15	89·80	87·80	95·45	91·70	91·15	88·80	85·95	85·40	86·80	86·30	88·80
26....	89·30	89·30	87·80	95·65	94·45	91·05	88·70	85·90	85·65	86·80	86·30	88·20
27....	89·80	89·15	87·45	96·65	94·45	90·90	88·65	85·90	85·80	86·70	86·20	88·05
28....	90·80	89·15	87·45	96·80	94·40	90·70	88·55	85·80	86·20	86·70	86·20	88·30
29....	91·05	....	87·45	97·15	94·30	90·55	88·55	85·80	86·70	86·80	86·20	88·80
30....	91·30	....	87·30	....	94·55	90·40	88·45	85·80	87·30	86·90	86·20	87·80
31....	91·05	....	87·30	....	94·80	....	88·45	85·70	....	87·05	....	87·80

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1900.

TABLE No. 274.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	88·80	89·30	89·30	87·15	95·15	91·30	87·95	89·90	87·05	87·20	87·30	88·20
2....	89·05	89·90	89·55	87·30	95·05	91·55	87·95	89·80	86·95	87·20	87·30	88·30
3....	89·05	90·45	89·55	87·30	94·65	91·80	88·30	89·70	86·80	87·20	87·20	88·30
4....	89·05	91·05	89·55	88·30	94·20	92·05	88·45	89·65	86·70	87·20	87·15	88·30
5....	88·80	89·30	89·55	89·15	94·05	91·95	88·80	89·55	86·70	87·15	87·05	88·20
6....	88·55	89·15	89·80	89·80	93·90	91·80	88·90	89·45	86·70	86·80	87·05	88·20
7....	88·30	89·15	89·80	90·30	93·70	91·70	89·05	89·40	86·65	87·20	87·05	88·20
8....	88·30	89·15	89·80	91·40	93·80	91·65	89·20	89·40	86·65	87·20	87·15	88·20
9....	88·80	88·80	89·30	91·80	93·80	91·45	89·40	89·30	86·55	87·20	87·20	88·15
10....	88·20	88·80	89·30	91·45	93·80	91·40	89·45	89·20	86·55	87·30	87·05	88·05
11....	89·80	88·80	89·30	90·80	93·72	91·30	90·65	89·15	86·40	87·45	86·95	87·95
12....	90·30	88·80	89·15	90·30	93·55	91·15	90·20	89·05	86·40	87·65	86·80	87·80
13....	88·45	88·80	89·15	90·15	93·30	90·90	90·20	88·95	86·40	87·80	86·70	87·80
14....	88·40	89·65	88·80	89·80	93·15	90·65	90·15	88·90	86·30	87·95	86·70	87·95
15....	88·40	89·65	88·30	89·80	92·95	90·45	90·40	88·80	86·30	88·05	86·70	88·15
16....	88·40	89·80	88·30	89·45	92·80	90·30	90·70	88·70	86·40	87·80	86·70	88·30
17....	88·65	89·20	88·40	89·45	92·65	90·15	91·20	88·65	86·55	87·95	86·65	88·40
18....	90·80	89·20	88·30	89·80	91·80	89·95	91·65	88·55	86·65	87·90	86·70	88·55
19....	90·30	89·30	88·30	90·95	91·95	89·80	91·80	88·45	86·70	87·80	86·95	88·80
20....	88·20	89·30	87·80	92·15	91·88	89·70	91·45	88·40	86·70	87·70	87·95	88·80
21....	88·20	89·30	87·80	92·90	91·80	89·65	91·05	88·30	86·90	87·65	88·95	87·30
22....	88·20	88·65	87·80	93·45	92·70	89·45	90·80	88·20	87·05	87·45	89·15	87·45
23....	88·20	88·65	87·80	93·90	92·65	89·30	90·05	88·05	87·15	87·30	89·30	87·45
24....	88·90	88·65	87·65	94·20	92·45	89·15	90·40	87·90	87·20	87·20	89·30	87·45
25....	91·45	89·15	87·65	94·80	92·30	88·95	90·40	87·70	87·20	87·20	89·15	87·65
26....	91·45	89·30	87·55	95·30	92·15	88·80	90·40	87·65	87·20	87·20	88·95	87·95
27....	91·45	89·30	87·30	95·40	91·95	88·65	90·30	87·55	87·15	87·20	88·80	88·30
28....	91·45	89·30	86·80	95·40	92·55	88·45	90·20	87·40	87·15	86·80	88·65	87·30
29....	89·80	....	86·80	95·30	91·65	88·30	90·15	87·30	87·20	87·15	88·45	87·30
30....	89·30	....	86·80	95·20	91·45	88·15	90·05	87·30	87·20	87·15	88·20	87·45
31....	89·30	....	86·80	....	91·40	....	89·95	87·20	....	87·20	....	87·65

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1901.

TABLE No. 275.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	87·80	91·20	92·80	88·45	96·30	92·30	89·70	86·40	84·80	84·05	85·20	85·30
2	87·45	91·20	93·45	88·45	96·30	92·45	88·65	86·30	84·80	84·05	85·20	85·30
3	87·65	91·70	93·40	88·45	96·20	92·65	88·45	86·20	84·80	84·15	85·20	85·30
4	88·30	92·40	89·95	88·80	96·15	92·95	88·30	86·15	85·70	84·20	85·20	85·30
5	89·20	93·05	90·15	89·80	96·15	93·05	88·20	86·05	85·65	84·30	85·30	85·30
6	90·30	93·30	90·30	91·30	96·30	93·05	88·15	85·95	85·55	84·30	85·30	85·30
7	88·80	94·05	90·45	92·15	96·55	93·15	88·05	85·95	85·45	84·40	85·30	85·20
8	88·30	94·55	90·70	93·80	95·65	93·15	87·95	85·80	85·40	84·45	85·30	85·20
9	88·80	94·80	89·80	94·30	95·30	93·15	87·90	85·80	85·30	84·45	85·30	85·20
10	89·30	95·40	89·80	94·80	95·05	92·95	87·80	85·55	85·20	84·45	85·30	85·20
11	89·80	95·70	89·80	94·70	94·95	92·80	87·70	85·55	85·15	84·45	85·30	85·20
12	90·30	91·65	89·95	94·30	94·70	92·65	87·55	85·45	85·05	84·55	85·30	85·15
13	90·80	91·95	90·15	93·80	94·55	92·45	87·40	85·40	84·95	84·55	85·40	85·15
14	89·80	92·45	88·95	93·30	94·30	92·20	87·20	85·40	84·90	84·65	85·45	85·20
15	89·80	93·55	88·80	93·20	94·05	92·90	87·15	85·30	84·80	84·65	85·45	85·80
16	89·55	94·05	88·80	93·15	93·80	91·55	87·15	85·30	84·80	84·70	85·15	87·80
17	89·80	84·40	88·80	93·15	93·70	91·30	87·05	85·30	84·70	84·80	85·45	89·95
18	90·30	91·10	88·90	93·15	93·65	91·15	86·90	85·20	84·70	84·80	85·45	90·80
19	90·80	94·40	88·95	93·30	93·55	90·95	86·80	85·15	84·65	84·80	85·45	90·30
20	90·80	93·80	88·95	93·45	93·45	90·80	86·70	85·15	84·55	85·05	85·45	90·30
21	91·20	93·80	88·95	93·80	93·15	90·55	86·55	85·05	84·55	85·20	85·45	90·15
22	89·40	91·80	87·80	93·80	93·55	90·30	86·40	84·95	84·45	85·20	85·40	90·15
23	88·80	91·95	87·80	94·65	93·55	90·15	86·30	84·80	84·40	85·20	85·40	89·95
24	88·80	92·30	87·95	95·30	93·45	90·05	86·20	84·90	84·30	85·20	85·30	90·30
25	88·55	93·55	88·05	96·55	93·30	89·95	86·20	85·05	84·30	85·15	85·30	90·80
26	89·30	93·80	87·95	96·45	93·15	89·80	86·20	84·95	84·20	85·15	85·30	90·80
27	89·80	93·80	87·90	96·40	92·95	89·65	86·15	84·95	84·15	85·15	85·30	90·55
28	90·20	93·40	87·95	96·40	92·80	89·45	86·05	84·90	84·15	85·05	85·30	88·55
29	90·95		88·15	96·20	92·65	89·30	86·15	84·90	84·05	85·05	85·30	87·30
30	91·45		88·30	96·15	92·45	89·05	86·30	84·90	84·05	85·05	85·30	86·95
31	91·80		88·50		92·40		86·40	84·80		85·15		86·95

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1902.

TABLE No. 276.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	87·15	92·30	87·40	93·70	93·30	92·30	90·55	87·95	86·30	85·70	86·80	89·40
2	88·20	91·80	87·70	93·70	93·55	92·40	90·45	88·05	86·20	85·80	86·90	89·30
3	89·15	91·30	88·90	93·70	93·65	92·40	90·40	88·05	86·15	85·80	86·95	89·20
4	89·80	91·65	89·45	93·65	93·80	92·45	90·40	88·15	85·95	85·80	86·95	89·15
5	90·90	91·45	89·45	93·65	94·05	92·45	90·30	88·15	85·90	85·80	87·05	89·45
6	91·65	91·30	89·20	93·55	94·15	92·45	90·30	88·15	85·80	85·80	87·20	89·30
7	93·20	91·05	88·95	93·55	91·15	92·40	90·20	88·15	85·70	85·90	87·30	89·40
8	94·70	91·30	88·80	93·10	94·05	92·10	90·15	88·05	85·65	85·90	87·30	89·80
9	95·80	91·30	88·65	93·05	93·95	92·30	89·95	87·95	85·55	85·95	87·30	90·30
10	94·65	91·30	88·45	92·90	93·90	92·40	89·80	87·80	85·55	85·90	87·45	91·70
11	91·80	91·40	88·15	92·90	93·80	92·40	89·65	87·70	85·55	85·90	87·65	91·80
12	91·80	91·65	87·80	92·90	93·65	92·40	89·45	87·70	85·45	85·90	87·80	90·95
13	92·30	91·30	88·45	92·95	93·45	92·30	89·30	87·55	85·45	85·95	87·95	90·80
14	92·80	90·80	89·15	92·95	93·30	92·20	89·20	87·40	85·45	86·05	88·15	90·95
15	93·80	90·80	89·80	92·90	93·20	92·15	89·05	87·30	85·45	86·05	88·30	91·65
16	93·80	90·65	90·30	92·80	93·05	92·15	88·95	87·20	85·55	86·05	88·40	92·20
17	91·80	90·30	90·95	92·65	92·95	92·05	88·90	87·15	85·65	86·15	88·45	90·15
18	92·80	90·30	91·80	92·65	92·80	91·90	88·95	87·05	85·70	86·15	88·55	89·80
19	91·80	91·65	92·15	92·55	92·70	91·70	88·95	87·05	85·80	86·30	88·65	89·20
20	91·80	92·20	91·95	92·45	92·55	91·55	88·90	86·95	85·80	86·45	88·90	88·80
21	90·80	91·15	92·90	92·40	92·40	91·40	88·90	86·90	85·80	86·65	89·05	88·70
22	90·30	90·80	91·80	92·40	92·20	91·30	88·80	86·90	85·80	86·65	89·20	88·70
23	89·30	90·15	92·30	92·40	92·05	91·15	88·70	86·80	85·80	86·70	89·45	89·05
24	89·45	89·70	92·70	92·40	91·90	90·95	88·65	86·70	85·80	86·70	89·55	89·30
25	89·45	89·65	92·70	92·30	91·90	90·80	88·45	86·70	85·80	86·70	89·65	89·55
26	89·45	87·80	92·70	92·30	91·80	90·80	88·40	86·70	85·70	86·70	89·70	89·80
27	89·15	87·40	92·55	92·55	91·90	90·80	88·30	86·65	85·70	86·80	89·70	90·15
28	88·80	87·40	92·30	92·55	92·05	90·70	88·30	86·55	85·70	86·80	89·80	90·65
29	90·40		92·20	92·65	92·15	90·65	88·20	86·45	85·70	86·80	89·65	90·80
30	91·95		92·95	92·95	92·20	90·55	88·15	86·40	85·70	86·80	89·45	91·15
31	92·05		93·65		92·30		88·15	86·30		86·80		91·30

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1903.

TABLE No. 277.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	90·80	89·70	90·20	92·40	90·70	90·70	90·65	87·80	86·40	86·80	87·20	85·70
2	90·15	90·30	90·20	91·80	90·70	90·65	91·30	87·65	86·40	86·70	87·15	85·70
3	89·80	89·80	90·70	91·95	90·65	90·55	92·90	87·45	86·30	86·65	87·05	85·70
4	89·20	90·65	91·70	91·80	90·70	90·40	91·80	87·40	86·20	86·55	87·05	85·65
5	89·45	91·45	90·80	91·80	90·90	90·20	91·30	87·30	86·15	86·55	86·95	85·65
6	88·45	92·15	90·65	91·90	91·20	90·15	90·90	87·30	86·05	86·55	86·95	85·55
7	88·90	92·40	91·55	91·95	91·55	89·95	90·65	87·30	85·95	86·55	86·95	85·55
8	89·20	92·40	90·80	92·40	91·95	89·90	90·45	87·20	85·95	86·65	86·90	85·65
9	89·65	92·40	90·15	92·40	92·20	89·70	90·20	87·20	85·90	86·80	86·80	85·70
10	89·95	91·40	90·15	92·30	92·40	89·70	90·05	87·15	85·90	87·30	86·70	85·80
11	90·40	91·40	90·30	92·15	92·55	89·65	89·90	87·15	85·80	87·80	86·65	86·45
12	90·70	91·40	90·65	91·95	92·55	89·55	89·65	87·20	85·80	87·90	86·65	86·55
13	91·30	91·40	91·55	91·80	92·55	89·65	89·40	87·20	85·70	87·80	86·55	86·80
14	91·70	91·45	92·55	91·65	92·65	89·80	89·15	87·20	85·70	87·80	86·45	87·20
15	91·95	91·55	92·80	91·55	92·70	89·95	88·90	87·30	85·70	87·80	86·45	89·65
16	90·90	91·65	92·65	91·55	92·70	89·95	88·70	87·30	85·70	87·80	86·40	86·45
17	89·20	91·80	92·55	91·55	92·70	90·05	88·55	87·30	85·80	87·80	86·40	87·65
18	89·95	92·65	92·55	91·55	92·65	90·30	88·40	87·30	86·05	88·05	86·30	87·80
19	91·65	92·70	92·55	91·55	92·65	90·30	88·20	87·30	86·20	88·30	86·20	88·20
20	91·80	93·80	93·30	91·55	92·55	90·20	88·15	87·20	86·10	88·30	86·20	88·20
21	91·20	93·40	93·65	91·55	92·45	90·30	88·15	87·15	86·55	88·30	86·05	87·80
22	91·20	93·40	94·15	91·65	92·30	90·30	88·15	87·15	86·65	88·15	86·05	88·70
23	91·40	91·45	94·15	91·65	92·15	90·40	88·15	86·95	86·80	88·05	85·90	89·15
24	91·40	90·65	94·15	91·55	91·95	90·45	88·15	86·80	86·90	87·95	85·90	86·80
25	91·70	90·40	94·30	91·40	91·80	90·65	88·05	86·70	86·95	87·90	85·95	86·45
26	92·55	90·20	93·80	91·20	91·65	90·80	88·05	86·65	86·95	87·90	85·95	86·80
27	93·30	90·20	93·45	91·05	91·45	90·80	88·05	86·65	86·90	87·80	85·80	87·80
28	92·80	90·20	93·30	90·95	91·30	90·70	87·95	86·55	86·95	87·65	85·70	87·95
29	90·45		93·30	90·90	91·15	90·70	87·95	86·40	86·95	87·45	85·70	88·30
30	89·95		92·70	90·80	90·95	90·65	87·95	86·20	86·90	87·40	85·70	87·80
31	89·05		92·65		90·80		87·95	86·30		87·30		87·90

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1904.

TABLE No. 278.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	87·90	92·55	94·05	95·45	95·65	96·30	91·80	87·95	86·30	87·70	88·95	87·70
2	87·90	92·95	94·40	95·80	94·70	96·80	91·65	87·95	86·30	87·70	88·95	87·70
3	88·95	93·30	94·40	95·95	96·05	97·05	91·45	87·80	86·30	87·55	88·95	87·70
4	88·90	93·70	94·80	95·95	96·40	97·30	91·45	87·65	86·55	87·55	88·80	88·30
5	88·90	93·80	95·65	96·05	97·05	97·30	91·05	87·45	86·65	87·65	88·70	87·95
6	88·05	93·80	96·05	96·15	97·40	97·30	90·80	87·40	86·55	87·80	88·65	87·95
7	88·40	93·80	95·95	96·30	97·80	97·30	90·65	87·30	86·55	88·05	88·55	88·05
8	88·40	93·80	96·05	95·05	98·05	97·40	90·45	87·15	86·45	88·15	88·45	88·15
9	88·15	93·80	96·05	95·05	98·40	97·45	90·40	86·95	86·45	88·05	88·40	88·20
10	88·15	94·15	96·15	95·65	98·45	97·65	90·30	86·80	86·40	88·05	88·30	88·80
11	88·05	95·45	96·40	95·55	98·45	97·70	90·20	86·80	86·30	88·05	88·20	89·45
12	88·05	95·65	96·40	95·05	98·40	97·70	90·30	86·70	86·20	88·15	88·15	90·30
13	88·20	95·65	96·45	94·80	98·20	97·55	90·30	86·65	86·20	88·30	87·95	90·80
14	88·45	95·45	96·55	94·55	97·95	97·40	90·30	86·55	86·15	88·45	87·90	88·05
15	88·95	95·15	95·70	94·55	97·65	97·15	90·20	86·45	86·15	88·55	87·80	87·55
16	88·95	93·80	95·55	92·55	97·45	96·80	90·15	86·55	86·20	88·40	87·70	86·95
17	89·05	93·80	95·20	92·55	98·30	96·20	90·05	86·55	86·20	88·95	87·65	86·80
18	89·90	93·95	94·90	92·40	97·05	95·70	89·95	86·45	86·30	88·95	87·55	86·80
19	90·80	94·20	94·90	92·20	96·80	95·30	89·80	86·45	86·30	88·95	87·40	87·30
20	91·05	94·20	94·80	92·20	96·90	95·30	89·70	86·65	86·30	88·90	87·30	88·15
21	90·90	94·15	94·80	92·05	96·95	94·55	89·55	86·70	86·30	88·90	87·20	88·65
22	90·90	94·15	94·80	91·40	96·90	94·30	89·40	86·70	86·30	89·05	87·15	88·80
23	89·15	94·05	94·15	91·20	96·70	93·95	89·20	86·70	86·20	89·05	87·05	89·30
24	89·15	94·30	93·45	91·05	96·55	93·65	89·05	86·70	86·30	89·05	86·95	87·55
25	90·65	94·55	91·95	91·15	96·45	93·40	88·95	86·80	86·55	89·05	86·95	88·05
26	91·70	94·95	90·90	91·30	96·55	93·15	88·70	86·70	86·70	89·15	86·95	88·95
27	91·80	95·20	93·95	91·55	96·45	92·80	88·55	86·70	86·80	89·15	86·90	89·65
28	91·95	94·20	94·95	91·70	96·40	92·45	88·40	86·70	86·80	89·05	86·90	90·15
29	92·15	94·05	94·95	91·95	96·30	92·15	88·30	86·55	86·95	89·05	86·80	91·30
30	92·20		95·40	92·95	96·30	92·05	88·15	86·45	87·40	89·05	86·70	91·80
31	92·40		95·45	93·80	96·20		87·95	86·30		89·05		92·05

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1905.

TABLE No. 279.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	92·30	95·30	99·30	96·30	88·95	91·65	88·30	87·20	85·20	85·20	86·15	86·80
2	91·80	95·55	99·30	96·30	89·15	91·15	88·20	87·20	85·20	85·15	86·15	86·80
3	88·80	95·70	99·30	95·40	88·90	91·40	88·05	87·15	85·20	85·20	86·15	86·80
4	88·95	95·95	99·30	93·90	89·80	91·20	87·90	87·05	85·15	85·15	86·30	86·80
5	89·30	96·15	99·30	92·55	90·30	90·95	87·80	86·95	85·20	84·95	86·05	86·80
6	89·90	96·30	99·15	92·55	90·55	90·80	87·70	86·90	85·30	84·95	86·05	86·80
7	90·30	96·30	99·15	91·65	90·65	90·70	87·55	86·80	85·30	84·95	86·15	86·95
8	90·80	96·65	98·30	91·45	90·80	90·65	87·40	86·80	85·30	84·95	86·05	86·80
9	91·05	96·65	99·20	90·45	91·30	90·55	87·30	86·70	85·30	84·95	86·05	85·95
10	91·60	96·80	99·20	90·45	91·70	90·45	87·30	86·55	85·20	84·95	86·05	85·95
11	91·95	96·80	98·95	90·15	92·05	90·40	87·20	86·45	85·20	84·95	86·05	86·70
12	92·15	96·80	98·95	90·15	92·15	90·30	87·15	86·45	85·15	85·20	86·05	86·95
13	93·05	97·05	98·95	89·95	92·80	90·30	87·20	86·40	85·15	85·20	86·05	87·30
14	93·20	97·30	98·95	89·90	92·95	90·20	87·20	86·30	85·15	85·15	86·15	87·30
15	93·30	98·45	98·95	89·90	92·95	90·15	87·20	86·20	85·05	85·15	86·15	87·30
16	93·40	98·80	99·65	89·90	92·95	90·15	87·30	86·15	85·05	85·20	86·05	85·95
17	93·40	99·15	98·45	89·70	92·95	90·05	87·30	86·05	85·05	85·30	86·05	85·80
18	94·65	98·80	98·15	89·55	93·05	90·05	87·30	85·95	85·05	85·30	85·95	85·80
19	94·15	98·80	96·80	89·50	93·05	89·95	87·30	85·95	85·30	85·45	85·95	85·90
20	94·30	98·45	96·20	89·20	93·05	90·05	87·30	85·80	85·45	85·70	85·90	85·70
21	94·20	98·80	95·80	89·15	93·05	90·05	87·20	85·80	85·65	85·95	85·80	85·65
22	94·65	99·15	95·55	89·05	93·15	89·95	87·20	85·80	85·65	85·95	85·80	85·90
23	94·80	99·45	95·45	88·90	93·20	89·70	87·20	85·70	85·65	86·15	85·80	85·70
24	95·05	99·30	94·55	87·90	93·15	89·45	87·20	85·65	85·55	86·30	85·70	85·65
25	95·30	99·30	92·45	88·55	92·95	89·20	87·15	85·55	85·55	86·45	85·80	85·55
26	95·20	99·30	91·65	88·40	92·70	89·20	87·05	85·45	85·45	86·55	85·90	85·55
27	96·40	99·30	91·30	88·40	92·45	89·05	87·05	85·40	85·45	86·65	85·95	85·55
28	96·40	99·30	91·80	88·40	92·20	88·95	87·05	85·30	85·40	86·55	85·95	85·45
29	96·40	.....	93·05	88·45	92·05	88·80	86·95	85·30	85·40	86·55	85·95	85·45
30	96·65	.....	93·80	88·65	91·90	88·55	86·95	85·30	85·30	86·55	85·95	85·40
31	96·20	.....	95·55	.....	91·80	.....	87·05	85·30	.....	86·55	.....	85·40

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1906.

TABLE No. 280.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	85·40	88·30	87·95	87·55	90·55	92·15	90·65	86·30	84·55	83·90	84·65	84·90
2	85·80	88·30	87·80	87·15	90·55	91·95	90·40	86·30	84·45	83·90	84·65	85·05
3	86·20	89·20	87·45	86·95	90·70	91·80	90·20	86·20	84·40	83·90	84·55	84·90
4	86·40	89·65	87·30	86·95	90·95	94·65	90·05	86·15	84·30	83·90	84·55	85·80
5	86·40	89·20	86·80	87·05	91·30	91·55	89·90	86·05	84·30	83·90	84·45	85·80
6	86·55	89·65	86·90	86·90	91·45	91·55	89·70	85·95	84·30	84·45	84·45	86·20
7	86·55	89·95	86·30	87·05	91·55	91·70	89·45	85·90	84·30	84·45	84·45	85·80
8	86·55	90·05	86·05	87·30	91·70	92·80	89·20	85·90	84·20	84·45	84·45	85·80
9	86·65	90·15	85·95	87·40	91·95	93·20	89·05	85·80	84·20	84·45	84·15	85·90
10	86·65	90·20	85·80	87·30	92·45	92·80	88·90	85·80	84·20	84·45	84·45	86·80
11	88·15	90·30	85·80	87·30	92·40	92·65	88·70	85·70	84·20	84·45	84·15	86·80
12	88·45	90·30	85·65	87·40	92·45	92·45	88·55	85·65	84·20	84·45	84·15	87·20
13	88·45	90·20	85·65	87·45	92·80	92·30	88·30	85·55	84·20	84·45	84·15	86·55
14	87·80	90·15	85·55	87·45	92·95	92·20	88·15	85·45	84·20	84·05	84·15	85·90
15	89·05	89·80	85·55	87·65	93·05	92·05	87·95	85·30	84·15	84·05	84·15	85·80
16	89·15	89·65	85·45	87·95	93·15	92·05	87·80	85·30	84·15	84·05	84·15	85·30
17	87·95	89·40	85·45	87·95	93·20	94·95	87·65	85·20	84·05	84·05	84·15	85·30
18	88·15	89·05	85·45	88·05	93·20	91·90	87·45	85·20	83·95	84·15	84·40	85·20
19	88·30	88·80	85·45	88·30	95·30	91·80	87·30	85·15	83·95	84·20	84·40	85·20
20	87·95	88·45	85·40	88·80	93·40	91·70	87·15	85·15	83·95	84·30	84·45	85·40
21	87·90	87·30	65·30	89·05	93·30	91·55	86·95	85·05	83·95	84·40	84·55	85·40
22	87·65	87·20	85·30	89·40	93·30	91·40	86·90	85·05	83·95	84·40	84·55	85·05
23	88·20	87·30	85·30	89·80	93·20	91·40	86·95	84·95	83·95	84·40	84·55	85·05
24	88·30	87·20	85·30	90·30	93·15	91·30	86·95	84·90	83·90	84·45	84·55	85·05
25	88·90	87·20	85·30	90·45	93·05	91·30	86·80	84·90	83·90	84·55	84·55	85·30
26	89·95	87·15	85·40	90·65	92·95	91·20	86·70	84·80	83·90	84·55	84·55	85·30
27	89·95	87·95	85·55	90·70	92·90	91·15	86·55	84·80	83·90	84·55	84·65	85·30
28	89·80	88·15	87·30	90·70	92·80	90·95	86·45	84·70	83·90	84·55	84·70	85·40
29	89·30	.....	87·80	90·70	91·65	90·90	86·40	84·70	83·90	84·65	84·80	85·40
30	89·30	.....	87·80	90·55	91·45	90·80	86·30	84·70	83·90	84·65	84·90	85·45
31	89·65	.....	87·90	.....	91·30	.....	86·30	84·65	.....	84·65	.....	85·55

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1907.

TABLE No. 281.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1.	84·80	89·90	94·30	95·30	91·05	93·65	90·95	87·95	85·70	87·15	86·95	87·45
2.	84·80	90·05	94·30	95·10	91·80	93·45	91·05	87·95	85·70	87·05	86·90	87·40
3.	84·80	90·80	94·30	91·15	91·95	93·40	91·05	87·90	85·65	86·95	86·80	87·30
4.	84·90	91·95	93·80	93·55	92·05	93·30	90·95	87·90	85·65	86·90	86·80	87·40
5.	84·90	92·05	93·80	93·05	92·15	93·20	90·80	87·90	85·65	86·90	86·95	87·45
6.	84·70	92·20	93·80	92·95	92·25	93·30	90·65	87·80	85·65	86·95	87·05	87·55
7.	84·80	92·65	93·80	92·80	92·30	93·30	90·45	87·80	85·55	86·95	86·95	87·65
8.	84·95	92·80	93·80	92·30	92·20	93·30	90·40	87·70	85·45	87·15	89·15	87·70
9.	85·30	92·80	93·80	90·45	92·05	93·20	90·30	87·70	85·40	87·05	89·70	87·80
10.	85·30	92·80	93·80	89·80	91·90	93·20	90·15	87·65	85·40	87·05	89·80	87·80
11.	86·25	92·80	94·65	89·30	91·70	93·15	89·95	87·45	85·45	87·05	89·80	87·80
12.	86·90	92·90	93·55	89·40	91·65	93·15	89·80	87·40	85·55	87·15	89·70	88·30
13.	86·45	93·70	93·45	89·45	91·45	93·20	89·65	87·30	85·65	87·20	89·30	88·95
14.	86·65	93·80	92·80	89·30	91·45	93·15	89·45	87·20	85·70	87·30	89·05	89·80
15.	87·40	93·80	91·80	89·30	91·65	93·15	89·40	87·05	85·80	87·30	88·90	90·95
16.	87·90	93·95	90·80	89·05	91·70	92·95	89·20	86·90	85·95	87·40	88·70	90·95
17.	87·45	93·95	89·80	89·05	91·95	92·80	89·15	86·70	86·05	87·45	88·55	89·80
18.	87·30	93·80	89·80	90·05	92·45	92·90	88·95	86·65	86·15	87·45	88·45	89·30
19.	87·05	93·20	89·80	90·40	92·95	92·45	88·90	86·45	86·20	87·40	88·30	89·05
20.	87·15	94·05	89·80	88·90	93·45	92·20	88·80	86·40	86·30	87·40	88·30	89·05
21.	87·45	94·30	90·30	88·65	94·15	92·05	88·70	86·30	86·40	87·40	88·20	89·70
22.	88·05	94·55	89·15	88·40	94·55	91·90	88·65	86·20	86·10	87·40	88·15	89·80
23.	88·15	94·55	88·65	88·15	94·70	91·65	88·45	86·15	86·55	87·40	87·95	88·15
24.	88·80	94·65	88·70	88·40	94·70	91·45	88·30	86·15	86·65	87·40	87·80	87·30
25.	89·05	94·70	88·80	88·45	94·65	91·30	88·30	85·90	86·80	87·30	87·80	87·20
26.	89·45	94·80	89·80	88·65	94·15	91·20	88·30	85·95	86·80	87·20	87·80	87·25
27.	89·80	95·05	90·95	88·55	94·25	91·05	88·20	85·95	86·80	87·20	87·80	87·80
28.	90·30	95·30	91·05	88·55	93·95	90·95	88·20	85·90	86·80	87·15	87·80	87·45
29.	90·45	.....	92·90	88·55	94·25	90·95	88·15	85·80	86·90	87·15	87·70	87·30
30.	90·65	.....	94·05	89·05	93·95	90·95	87·95	85·80	87·05	87·15	87·65	87·30
31.	90·65	.....	95·15	.....	93·70	.....	87·95	85·80	.....	87·45	.....	87·40

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1908.

TABLE No. 282

Day of the Month	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1.	87·45	91·65	91·30	90·15	94·80	97·05	90·05	86·40	84·20	82·90	83·05	84·90
2.	87·65	91·70	91·30	90·15	95·65	96·95	89·90	86·30	84·20	82·90	82·95	84·95
3.	87·80	91·70	91·40	89·30	96·45	96·95	89·70	86·20	84·15	82·90	83·15	85·15
4.	88·55	91·95	91·45	89·30	97·05	96·80	89·55	86·15	84·05	82·80	83·30	85·20
5.	89·05	92·05	91·45	89·55	96·95	96·65	89·40	86·05	83·95	82·80	83·30	85·40
6.	89·30	92·15	91·45	89·65	96·95	96·45	89·30	85·95	83·90	82·80	83·20	85·55
7.	89·65	92·20	91·40	89·65	96·90	96·30	89·20	85·90	83·80	82·80	83·15	85·65
8.	89·05	92·30	91·40	89·80	97·05	96·05	89·15	85·80	83·80	82·80	83·05	85·65
9.	89·05	92·40	90·30	90·30	97·95	95·80	89·05	85·65	83·80	82·80	82·95	85·65
10.	89·80	92·40	90·80	91·30	98·40	95·65	88·95	85·55	83·70	82·70	83·05	85·65
11.	89·90	91·05	89·80	91·80	98·45	95·20	88·90	85·45	83·70	82·70	83·25	85·65
12.	89·95	91·05	90·05	92·30	98·55	94·70	88·70	85·45	83·70	82·65	83·30	85·65
13.	90·45	91·05	89·70	92·30	98·80	94·30	88·55	85·20	83·70	82·65	83·30	85·70
14.	91·25	91·15	89·05	92·30	99·05	93·90	88·40	85·15	83·70	82·55	83·30	85·95
15.	91·70	91·15	89·05	92·40	98·90	93·70	88·20	85·15	83·65	82·45	83·20	85·95
16.	91·80	91·20	89·65	91·95	98·90	93·45	88·15	85·05	83·65	82·45	83·15	85·55
17.	92·80	91·20	90·05	91·95	98·90	93·20	87·95	85·05	83·55	82·55	83·15	85·65
18.	93·05	91·45	90·40	91·65	98·90	92·95	87·90	84·95	83·45	82·65	83·15	85·70
19.	93·15	91·65	90·40	91·25	98·70	92·70	87·80	84·95	83·45	82·45	83·20	85·70
20.	93·20	92·05	90·40	91·30	98·55	92·45	88·70	84·90	83·40	82·45	83·70	85·80
21.	93·20	92·55	89·05	90·80	98·40	92·20	88·70	84·90	83·30	82·55	83·70	85·90
22.	89·80	92·65	89·05	90·70	98·30	91·95	88·65	84·80	83·20	82·55	83·65	85·90
23.	88·95	92·70	89·05	90·80	98·15	91·80	88·55	84·80	83·20	82·55	83·65	86·05
24.	89·55	92·80	88·95	90·80	98·05	91·70	88·40	84·70	83·15	82·45	83·70	86·15
25.	90·20	92·80	88·95	90·80	97·95	91·45	88·30	84·70	83·05	82·30	83·95	86·15
26.	90·65	92·95	88·95	90·95	97·90	91·20	88·20	84·65	83·05	82·20	84·15	86·20
27.	90·70	93·05	88·95	91·05	97·70	90·95	88·15	84·65	82·95	82·55	84·45	86·30
28.	90·95	92·95	89·05	92·05	97·55	90·90	87·95	84·55	82·90	82·70	84·70	86·45
29.	91·15	91·65	89·15	93·15	97·40	90·45	86·80	84·45	82·90	82·90	84·80	86·65
30.	91·30	.....	89·20	94·45	97·25	90·30	86·70	84·30	82·90	83·05	84·80	86·80
31.	91·55	.....	89·30	.....	97·15	.....	86·55	84·20	.....	83·05	.....	85·95

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1909.

TABLE No. 283.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	86·30	89·15	88·90	87·15	93·95	99·70	90·90	90·40	87·15	87·15	86·45	87·20
2	86·65	89·30	88·90	87·15	94·55	99·20	90·70	90·40	87·15	87·05	86·45	87·20
3	87·05	89·15	88·70	88·15	95·20	98·80	90·55	90·20	87·05	86·95	86·55	87·20
4	87·95	89·65	88·55	89·30	95·20	98·30	90·30	90·05	86·95	87·05	86·55	87·20
5	88·90	89·15	88·15	89·95	94·95	97·80	90·15	89·80	86·95	87·15	86·55	87·30
6	89·15	89·15	88·15	90·80	94·80	97·40	89·95	89·55	86·95	87·20	86·45	87·30
7	89·20	89·15	68·45	92·05	94·55	97·05	89·90	89·40	86·95	87·20	86·45	87·30
8	90·20	89·30	88·15	92·05	94·40	96·70	89·80	89·20	87·05	87·20	86·45	87·30
9	88·80	89·80	88·55	92·80	94·45	96·70	89·70	89·05	87·15	87·15	86·45	87·20
10	89·30	89·80	88·65	94·05	95·05	95·80	89·55	88·80	87·05	87·15	86·45	87·20
11	89·30	89·80	88·65	93·20	95·45	95·45	89·40	88·65	87·05	87·05	86·55	87·15
12	89·40	89·90	88·65	91·80	96·55	94·80	89·20	88·45	87·05	87·05	86·55	87·15
13	89·15	89·95	88·65	91·65	96·80	94·65	89·05	88·30	87·15	86·95	86·55	87·15
14	89·20	90·15	88·55	92·15	97·45	94·20	88·80	88·15	87·15	86·90	86·55	87·05
15	89·10	90·30	88·55	93·40	97·70	93·95	88·65	88·05	87·15	86·80	86·45	86·95
16	89·55	90·55	88·55	93·55	97·80	93·45	88·15	87·95	87·15	86·70	86·45	86·90
17	89·65	90·80	88·40	93·55	98·20	93·15	88·15	87·95	87·20	86·65	86·45	86·80
18	89·80	90·95	88·15	93·55	98·55	92·95	88·15	87·95	87·20	86·55	86·65	86·70
19	89·80	91·15	87·95	93·55	98·80	92·90	88·40	87·95	87·20	86·55	86·65	86·70
20	89·80	91·45	87·65	93·80	99·15	92·65	88·40	87·80	87·20	86·55	86·65	86·70
21	90·05	91·80	87·65	94·05	99·15	92·55	88·30	87·70	87·20	86·55	86·70	86·70
22	90·45	91·80	87·55	94·40	99·70	92·40	88·20	87·70	87·20	86·45	86·70	86·80
23	90·70	90·80	87·30	94·15	100·05	92·20	88·15	87·70	87·20	86·45	87·30	86·95
24	91·05	90·15	86·80	94·15	100·05	92·15	88·15	87·45	87·20	86·55	87·30	87·15
25	89·90	89·05	86·30	94·15	100·05	91·95	88·30	87·40	87·30	86·55	87·05	87·20
26	89·30	88·95	85·90	93·95	100·05	91·80	88·45	87·30	87·30	86·65	86·95	87·30
27	89·20	88·90	85·95	93·80	100·05	91·65	88·95	87·20	87·20	86·65	86·95	87·55
28	89·15	88·80	86·05	93·65	100·15	91·45	89·45	87·15	87·20	86·70	87·05	87·15
29	89·15		86·65	93·55	100·30	91·30	89·95	87·15	87·15	86·65	87·15	87·15
30	89·05		87·15	93·70	100·20	91·05	90·20	87·15	87·15	86·55	87·20	87·15
31	89·05				100·05		90·40	87·15		86·45		87·30

ELEVATIONS of Ottawa River, at foot of Grenville Canal, Greece Point, Que., during 1910.

TABLE No. 284.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	87·30	87·40	86·30	90·15								
2	87·40	86·80	85·95	90·45								
3	87·45	86·70	65·95	90·70								
4	88·15	86·70	86·15	90·95								
5	88·95	86·80	86·80	91·20								
6	89·80	86·95	87·40	91·55								
7	89·90	87·30	88·05	91·65								
8	89·80	87·90	88·30	91·80								
9	87·80	87·90	88·40	91·95								
10	87·90	87·45	88·20	92·15								
11	87·95	87·45	87·90	92·30								
12	88·05	87·70	87·45	92·45								
13	88·20	87·80	87·05	92·45								
14	88·80	87·80	86·95	91·95								
15	89·30	87·90	86·80	91·95								
16	89·80	87·95	86·30	91·80								
17	90·20	88·05	86·30	91·65								
18	90·20	88·15	86·15	91·40								
19	88·15	87·45	86·05	91·45								
20	87·65	87·65	85·95	91·55								
21	87·05	87·95	86·55	91·55								
22	86·95	88·05	86·20	91·70								
23	87·15	87·90	86·15	91·90								
24	87·20	87·90	88·30	91·95								
25	87·30	87·95	88·95	92·15								
26	87·30	88·05	89·20	92·45								
27	87·15	88·20	89·05	93·05								
28	87·15	86·30	89·05	93·15								
29	87·20		89·05	93·20								
30	87·30		89·20	93·30								
31	87·40		88·80									

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1870.

TABLE No. 285.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	79·70	83·70	81·95	80·20	92·35	84·55	81·20	80·20	78·85	78·35	80·45	81·05
2	79·70	83·70	81·95	80·85	92·05	84·45	80·95	80·10	78·85	78·35	80·35	81·05
3	79·70	83·70	81·70	81·35	92·05	84·30	80·80	80·10	78·85	78·30	80·55	81·05
4	79·70	83·70	81·70	82·05	91·95	84·20	80·80	79·85	78·95	78·45	80·55	81·05
5	79·70	83·70	81·70	82·55	91·45	83·95	80·70	79·85	79·05	78·45	80·70	81·05
6	79·70	83·70	81·70	82·85	91·45	83·95	80·70	79·85	78·95	78·45	80·60	80·95
7	79·70	83·20	81·55	83·35	91·05	83·70	80·60	79·80	79·05	78·35	80·60	80·80
8	79·70	83·05	81·35	84·05	90·80	83·60	80·55	79·80	79·05	78·35	80·60	80·70
9	79·70	83·05	81·35	85·05	90·35	83·35	80·85	79·70	79·35	78·35	80·85	80·70
10	80·20	82·70	81·05	85·70	90·20	83·05	80·85	79·70	79·30	78·30	81·60	80·60
11	80·20	82·35	81·10	86·45	90·20	83·05	80·80	79·70	79·10	78·30	81·70	80·30
12	80·20	82·20	81·10	87·55	89·85	82·80	80·70	79·60	79·10	78·20	81·80	80·20
13	80·70	82·35	81·10	88·85	89·35	82·85	80·80	79·80	79·10	78·20	81·80	80·20
14	80·70	82·35	81·20	89·10	89·20	82·80	80·95	79·80	79·10	78·20	81·80	80·35
15	80·70	82·35	80·85	89·30	88·70	82·85	81·05	79·70	79·05	78·20	81·95	80·55
16	80·70	82·20	80·70	89·60	88·55	82·85	80·85	79·70	78·95	78·20	81·95	80·70
17	80·80	82·20	80·55	89·95	88·20	82·70	80·80	79·60	78·85	78·20	81·95	80·95
18	80·80	82·05	80·35	89·95	87·80	82·70	80·85	79·55	78·85	78·35	81·95	81·05
19	80·85	82·05	80·20	90·20	87·70	82·60	80·85	79·55	78·85	78·70	82·05	81·10
20	80·85	82·10	80·20	90·80	87·45	82·55	80·80	79·45	78·80	78·85	81·85	81·20
21	80·95	82·20	80·20	91·35	87·05	82·45	80·70	79·35	78·80	79·05	81·85	81·20
22	80·95	82·20	80·20	91·60	86·70	82·35	80·70	79·35	78·60	79·20	81·70	81·30
23	81·70	82·20	80·05	92·55	86·55	82·10	80·70	79·30	78·55	79·20	81·55	81·35
24	82·05	82·05	79·78	91·85	86·20	81·95	80·70	79·20	78·60	79·20	81·45	81·30
25	83·20	82·05	79·70	92·30	86·20	81·80	80·60	79·20	78·55	79·35	81·30	81·30
26	84·10	81·95	79·70	92·45	85·70	81·70	80·55	79·20	78·55	79·55	81·20	81·30
27	84·20	81·95	79·70	92·30	85·45	81·70	80·30	79·20	78·60	79·60	81·20	81·20
28	84·20	81·95	79·70	92·35	85·35	81·55	80·30	79·10	78·45	80·05	81·10	81·10
29	83·70	....	79·70	92·35	85·10	81·35	80·20	78·95	78·45	80·20	81·05	81·20
30	83·20	....	79·80	92·15	85·10	81·30	80·20	78·95	78·35	80·20	81·10	81·20
31	83·20	..	79·85	....	85·05	..	80·20	78·80	..	80·35	.	81·20

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1871.

TABLE No. 286.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	81·20	81·80	80·70	82·45	88·95	87·10	83·20	81·10	79·20	78·30	79·35	79·70
2	81·20	81·70	80·70	82·45	89·20	87·05	83·20	81·05	79·10	78·45	79·45	79·70
3	81·20	81·80	80·70	82·55	89·55	87·05	83·05	81·05	79·05	78·35	79·55	79·55
4	81·30	81·85	80·70	82·70	89·70	86·85	82·70	81·05	78·95	78·55	79·60	79·55
5	81·30	81·95	80·55	82·80	90·35	86·55	82·85	80·95	78·95	78·35	79·55	79·55
6	81·30	81·95	80·45	82·85	90·45	86·20	82·70	80·90	79·05	78·45	79·55	79·55
7	81·55	81·95	80·45	82·85	90·70	86·20	82·70	80·60	78·95	78·45	79·55	79·45
8	81·80	81·95	80·55	82·95	90·70	86·20	82·55	80·60	78·85	78·45	79·55	79·45
9	81·85	82·05	80·70	83·45	90·70	85·85	82·45	80·60	78·80	78·55	79·55	79·35
10	81·85	82·05	80·85	84·05	90·60	85·70	82·35	80·55	78·70	78·55	79·55	79·30
11	81·95	82·05	80·85	84·30	90·60	85·60	82·10	80·35	78·70	78·55	79·55	79·30
12	81·95	82·05	80·85	84·95	90·55	85·55	82·05	80·30	78·70	78·55	79·55	79·20
13	81·95	82·05	82·10	84·95	90·45	85·70	82·05	80·20	78·70	78·55	79·55	79·20
14	81·95	81·95	82·80	84·95	90·35	85·70	81·95	80·10	78·60	78·55	79·55	79·20
15	81·80	81·95	83·10	84·05	90·10	85·45	81·95	80·05	78·55	78·60	79·55	79·20
16	81·70	81·85	83·35	85·35	89·85	85·55	81·95	80·05	78·45	78·70	79·55	79·20
17	81·70	81·80	83·45	85·45	89·70	85·35	81·95	79·95	78·45	78·70	79·60	79·35
18	81·70	81·70	83·55	85·55	89·45	85·20	81·70	79·95	78·45	78·70	79·60	79·35
19	81·70	81·70	83·60	85·55	89·30	85·05	81·70	79·95	78·45	78·70	79·60	79·35
20	81·55	82·05	83·70	85·70	89·05	84·95	81·80	79·85	78·45	78·80	79·60	79·35
21	81·20	82·05	83·55	86·20	88·80	84·85	81·80	79·80	78·35	78·85	79·60	79·35
22	81·35	82·05	83·45	86·55	88·55	84·60	81·60	79·60	78·35	78·95	79·60	79·35
23	81·35	82·05	83·45	86·70	88·35	84·45	81·55	79·60	78·30	79·05	79·60	79·35
24	81·55	82·05	83·45	87·20	88·30	84·30	81·55	79·60	78·30	79·15	79·55	79·35
25	81·55	81·85	83·10	87·80	88·10	84·30	81·45	79·45	78·30	79·20	79·55	79·35
26	81·70	80·95	82·85	88·05	88·05	84·20	81·35	79·35	78·35	79·30	79·55	79·35
27	81·70	80·70	82·85	87·70	87·85	83·95	81·30	79·35	78·45	79·35	79·55	79·35
28	81·70	80·70	82·80	87·70	87·85	83·85	81·30	79·30	78·45	79·35	79·55	79·35
29	81·80	.....	82·55	88·45	87·60	83·70	81·35	79·30	78·35	79·35	79·70	79·45
30	81·80	.....	82·45	88·55	87·45	83·55	81·35	79·30	78·30	79·35	79·70	79·45
31	81·85	.....	82·35	....	87·05	.....	81·30	79·30	.....	79·30	.....	79·45

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1872.

TABLE No. 287.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	79·60	80·20	79·20	78·85	84·70	88·20	83·35	81·20	79·60	81·60	82·45	80·70
2....	79·70	80·20	79·05	78·85	85·70	88·20	83·30	81·05	79·60	81·55	82·35	80·60
3....	79·85	80·20	79·05	78·85	86·20	88·10	83·20	80·95	79·60	81·45	82·30	80·60
4....	80·05	80·20	79·05	78·85	86·20	88·10	83·10	80·85	79·60	81·35	82·30	80·70
5....	80·20	80·10	79·05	78·80	86·70	88·10	83·05	80·80	79·70	81·35	82·20	80·80
6....	80·30	80·10	79·20	78·80	87·05	88·10	83·05	80·80	79·70	81·70	82·10	81·05
7....	80·30	80·05	79·30	78·95	87·45	87·95	82·95	80·70	79·80	82·20	82·05	81·20
8....	80·35	80·05	79·35	79·05	87·70	87·85	82·95	80·70	79·80	82·30	81·95	81·35
9....	80·35	79·85	79·55	79·35	87·95	87·80	82·85	80·45	79·85	82·35	81·85	81·45
10....	80·35	79·85	79·70	79·60	88·20	87·70	82·80	80·45	79·85	82·45	81·80	82·10
11....	80·45	79·85	79·70	80·05	88·45	87·45	82·70	80·35	79·85	82·35	81·70	82·10
12....	80·45	79·80	79·55	80·20	88·70	87·20	82·55	80·30	79·85	82·30	81·70	82·10
13....	80·45	79·80	79·55	80·70	88·95	87·10	82·45	80·20	79·85	82·20	81·70	82·10
14....	80·60	79·70	79·35	80·95	89·20	87·05	82·30	79·95	79·85	82·10	81·60	82·10
15....	80·70	79·45	79·30	81·20	89·45	86·85	82·20	80·10	79·95	82·20	81·60	82·10
16....	80·70	79·45	79·30	81·20	89·45	86·80	82·10	80·05	80·20	82·35	81·60	82·10
17....	80·70	79·35	79·30	81·20	89·70	86·70	82·10	79·95	80·45	82·45	81·60	82·10
18....	80·70	79·35	79·20	81·35	89·70	86·30	82·05	79·85	80·85	82·55	81·60	82·20
19....	80·70	79·35	79·20	81·55	89·70	86·10	81·95	79·85	81·20	82·55	81·55	82·35
20....	80·70	79·30	79·35	81·70	89·70	85·70	81·85	79·80	81·70	82·60	81·45	82·55
21....	80·70	79·30	79·35	82·20	89·70	85·45	81·70	79·70	81·80	82·60	81·35	82·55
22....	80·70	79·30	79·45	82·45	89·45	85·20	81·60	80·20	81·80	82·60	81·20	82·35
23....	80·70	79·30	79·55	82·70	89·20	84·95	81·45	80·05	81·70	82·60	81·10	82·20
24....	80·70	79·20	79·45	83·05	89·05	84·70	81·45	79·95	81·70	82·60	81·10	82·10
25....	80·70	79·20	79·35	83·10	88·70	84·60	81·45	79·85	81·80	82·55	81·05	81·70
26....	80·80	79·20	79·20	83·35	88·70	84·45	81·35	79·85	81·80	82·55	80·95	81·70
27....	80·80	79·20	79·10	83·70	88·55	84·20	81·35	79·70	81·70	82·60	80·95	81·60
28....	80·95	79·20	78·95	83·70	88·55	83·95	81·30	79·70	81·70	82·60	80·85	81·35
29....	80·95	79·20	78·95	84·20	88·55	83·85	81·30	79·60	81·70	82·60	80·85	81·30
30....	81·20	.	78·85	84·20	88·45	83·55	81·30	79·60	81·70	82·55	80·80	81·20
31....	81·20		78·85		88·35	.	81·30	79·60	.	82·55	....	81·20

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1873.

TABLE No. 288

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	81·20	82·60	81·60	80·70	86·95	92·05	84·70	81·85	79·95	80·30	83·10	82·55
2....	81·20	81·95	80·70	81·20	87·05	91·20	84·60	81·85	79·85	80·60	83·20	82·45
3....	81·35	81·80	80·20	81·70	87·10	90·95	84·60	81·80	79·85	81·05	83·20	82·20
4....	81·45	81·70	80·20	82·05	87·30	90·70	84·45	81·80	79·95	81·45	83·30	82·20
5....	81·60	81·70	80·30	82·30	87·45	90·45	84·35	81·70	79·95	81·80	83·30	82·35
6....	81·35	81·55	80·35	82·55	87·70	90·20	84·20	81·55	79·85	82·20	83·35	82·55
7....	81·20	81·45	80·30	83·05	87·95	89·70	84·10	81·55	79·80	82·45	83·30	82·70
8....	81·45	81·45	80·30	83·20	88·30	89·20	83·95	81·45	79·70	82·60	83·10	82·55
9....	81·35	81·80	80·20	83·55	88·70	89·05	83·80	81·35	79·60	82·60	83·05	82·20
10....	81·20	81·70	80·30	83·70	89·20	88·95	83·70	81·35	79·55	82·60	82·70	81·95
11....	81·20	81·35	80·35	81·20	89·70	88·85	83·60	81·30	79·45	82·55	82·70	81·70
12....	81·20	81·35	80·35	81·70	90·05	88·80	83·55	81·30	79·45	82·55	82·60	81·80
13....	81·20	81·35	80·35	85·30	90·20	88·55	83·35	81·20	79·45	82·45	82·55	81·85
14....	81·20	81·35	80·35	85·70	90·45	88·45	83·35	81·20	79·45	82·30	82·45	82·05
15....	81·45	81·30	80·55	86·20	91·20	88·20	83·30	81·10	79·45	82·20	82·35	81·85
16....	81·35	81·30	80·70	86·70	91·30	87·95	83·20	81·05	79·45	82·10	82·30	81·85
17....	81·55	81·20	80·70	86·95	91·45	87·45	83·10	81·05	79·45	82·20	82·30	81·95
18....	81·60	81·20	80·70	87·10	91·55	86·95	82·95	80·95	74·45	82·35	82·20	81·95
19....	81·60	81·35	80·80	87·20	91·70	86·85	82·95	80·85	79·45	82·45	82·10	82·05
20....	81·70	81·35	80·80	87·30	91·70	86·80	82·80	80·80	79·45	82·60	82·10	82·10
21....	81·70	81·35	80·80	87·55	91·70	86·60	82·70	80·70	79·45	82·70	81·95	82·20
22....	81·60	81·35	80·70	87·70	91·60	86·60	82·55	80·60	79·55	82·80	81·95	82·10
23....	81·70	81·45	80·70	87·70	91·45	86·35	82·45	80·55	79·60	82·80	81·80	81·95
24....	81·70	81·45	80·70	87·55	91·20	86·20	82·30	80·45	79·70	82·80	81·80	81·80
25....	81·70	81·45	80·70	87·45	91·20	85·95	82·20	80·35	79·70	82·85	81·85	81·70
26....	81·95	81·45	80·80	87·35	91·45	85·70	82·20	80·30	79·95	82·85	81·85	81·85
27....	81·95	81·35	80·80	87·20	91·70	85·35	82·10	80·20	80·05	82·85	82·05	81·85
28....	82·10	81·30	80·70	87·05	91·70	85·20	82·10	80·10	80·10	82·95	82·20	81·85
29....	82·20	..	80·70	86·95	92·20	85·05	82·05	80·10	80·20	82·95	82·15	81·80
30....	82·20		80·45	86·85	92·20	84·95	81·95	80·05	80·30	83·05	82·70	81·95
31....	82·20		80·55		92·05		81·85	79·95		83·10	.. ..	82·05

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1874.

TABLE No. 289.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	81·70	82·95	80·45	81·55	82·70	90·20	87·45	81·70	79·45	78·60	78·80	78·45
2	81·55	83·05	80·20	81·45	82·70	90·10	87·40	81·55	79·35	78·55	78·70	78·70
3	81·20	82·80	80·10	81·20	82·70	90·05	87·10	81·55	79·30	78·70	78·70	79·05
4	81·05	82·80	80·70	80·95	82·85	90·05	86·85	81·45	79·20	78·70	78·70	79·30
5	81·10	82·70	81·20	80·80	82·85	89·95	86·70	81·45	79·10	78·70	78·70	79·05
6	81·20	82·70	81·70	80·70	83·20	89·70	86·45	81·35	79·10	78·70	78·85	78·95
7	81·10	82·55	82·20	80·70	83·35	89·55	86·35	81·30	79·05	78·80	78·85	78·95
8	81·20	82·20	82·30	80·70	83·70	89·35	86·20	81·20	79·05	78·80	78·95	78·95
9	81·10	81·95	82·05	80·55	84·20	89·35	86·05	81·10	79·05	78·80	78·95	78·95
10	81·70	81·70	81·70	80·55	84·55	89·30	85·95	81·10	78·95	78·85	79·05	78·85
11	82·20	81·80	81·45	80·45	84·95	89·10	85·85	81·05	78·95	78·85	79·05	79·05
12	82·45	81·95	81·95	80·45	85·55	88·85	85·70	81·05	78·85	78·85	79·05	79·30
13	82·55	81·70	81·70	80·45	85·85	88·70	85·55	80·95	78·85	78·85	79·05	80·10
14	82·55	81·60	81·45	80·45	86·20	88·95	85·35	80·85	78·85	78·80	79·05	80·05
15	82·60	81·45	81·20	80·95	86·45	88·95	85·20	80·70	78·85	78·80	79·05	80·30
16	82·70	81·45	80·85	81·45	86·55	88·95	85·05	80·60	78·85	78·80	79·05	80·30
17	82·70	81·85	80·45	81·70	86·95	88·95	84·95	80·55	78·80	78·85	79·05	80·30
18	82·60	82·20	80·30	82·20	87·20	88·95	84·70	80·35	78·80	78·85	79·05	80·30
19	82·45	82·10	80·70	82·45	87·45	89·10	84·30	80·20	78·80	78·85	79·05	80·30
20	82·30	82·05	81·10	82·70	88·20	89·10	84·55	80·05	78·70	78·85	79·05	80·20
21	82·20	82·05	81·20	82·70	88·70	89·30	83·80	79·95	78·70	78·80	79·05	80·20
22	82·30	81·95	81·70	82·70	89·20	89·35	83·35	79·85	78·70	78·80	78·95	80·10
23	82·35	81·80	82·20	82·80	89·45	89·45	83·05	79·85	78·60	78·80	78·85	80·10
24	82·70	81·70	83·35	82·80	90·20	89·45	82·85	79·80	78·60	78·70	78·85	80·10
25	82·80	81·70	82·70	82·70	90·20	89·20	82·80	79·70	78·60	78·70	78·85	79·95
26	82·95	81·20	82·20	82·70	89·95	88·95	82·55	79·60	78·55	78·60	78·85	79·95
27	83·20	80·95	82·35	82·60	89·95	88·70	82·45	79·60	78·55	78·60	78 70	79·95
28	83·20	80·85	82·20	82·55	89·85	88·45	82·20	79·55	78·55	78·60	78·45	80·20
29	83·05		81·95	82·45	89·85	88·20	82·20	79·55	78·55	78·55	78·45	80·30
30	83·05		81·70	82·45	89·85	87·85	82·20	79·45	78·55	78·60	78·20	80·30
31	82·95		81·70		89·85		82·20	79·45		78·70		80·35

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1875.

TABLE No. 290.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	80·55	81·35	81·05		83·70	89·45	83·35	81·35		79·60	81·10	82·10
2	80·55	81·45	81·10		84·05	89·10	83·30	81·30		79·60	81·10	81·80
3	80·35	81·30	81·10		84·10	89·05	83·20	81·20		79·70	81·20	81·45
4	80·30	81·55	81·20		84·30	88·70	83·10	81·10		79·80	81·20	81·55
5	79·95	81·70	81·70		84·45	88·35	82·95	80·95		79·80	81·30	81·45
6	79·95	81·70	81·70		84·70	87·95	82·85	80·80		79·85	81·30	81·30
7	79·95	81·95	81·45		85·20	87·60	82·80	80·70		79·85	81·30	81·10
8	80·10	82·05	81·45		85·70	87·35	82·70	80·70		80·05	81·30	81·10
9	80·20	82·05	81·30		86·20	87·30	82·60	80·70		80·05	81·30	80·95
10	80·20	81·95	81·10		86·70	87·05	82·55	80·70		80·10	81·30	80·70
11	80·20	81·85	81·05		87·20	86·70	82·45	80·70		80·20	81·30	80·45
12	80·70	81·70	80·95		87·70	86·45	82·35	80·70		80·30	81·30	80·20
13	80·70	81·70	80·70		88·30	86·30	82·20	80·70		80·45	81·30	79·95
14	80·70	81·55	80·70		88·95	86·05	82·10	80·70		80·60	81·30	80·20
15	80·85	81·55	80·35		89·70	85·80	81·95	80·95		80·70	81·30	80·45
16	81·05	81·70	80·20		90·55	85·45	81·95	81·10		80·85	81·30	80·55
17	81·20	81·70	79·95		91·20	85·20	81·80	81·30		80·85	81·20	80·55
18	81·20	81·45	79·95		91·70	85·10	81·70	81·45		80·80	81·20	80·55
19	80·95	81·45	79·95		91·95	84·95	81·60	81·45		80·95	81·10	80·70
20	80·95	81·45	79·85		91·95	84·80	81·55	81·45		80·95	81·10	80·70
21	81·05	81·35	79·70		91·70	84·60	81·45	81·45		80·85	81·10	81·10
22	81·20	81·20	79·70		91·70	84·45	81·45	81·45		80·85	81·05	80·80
23	80·95	81·05	79·60		91·55	84·10	81·15	81·45		80·85	81·05	80·55
24	81·20	80·95	79·60		91·45	83·80	81·15	81·35		80·85	81·05	80·95
25	81·20	80·85	79·60		91·10	83·70	81·45	81·30		80·85	81·05	80·95
26	81·05	80·70	79·60		90·95	83·60	81·45	81·20		80·85	81·05	81·10
27	80·85	80·85	79·60		90·85	83·60	81·55	81·10		81·05	81·15	81·10
28	80·95	80·95	79·60		90·70	83·55	81·55	81·05		81·05	81·70	80·95
29	80·70		79·55		90·45	83·55	81·55	80·85		80·95	82·05	80·70
30	80·70		79·55		90·10	83·45	81·55	80·85		80·95	82·05	80·45
31	81·10		79·55		89·95		81·55	80·70		81·05		79·70

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1876.

TABLE No. 291.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1...	79·95	82·45	81·20	80·20	89·20	93·05	86·95	82·05	79·55		80·10	81·10
2...	79·80	82·10	80·70	80·20	89·20	92·60	86·80	81·95	79·55		80·20	81·20
3...	80·20	82·70	79·95	80·10	89·45	92·20	86·55	81·85	79·55		80·20	81·35
4...	80·95	82·30	79·95	80·30	89·70	91·85	86·35	81·85	79·35		80·45	81·20
5...	80·80	81·95	79·70	80·20	89·70	91·55	86·30	81·70	79·35		80·55	81·55
6...	80·70	82·10	79·70	80·20	90·20	91·20	86·05	81·55	79·30		80·60	81·35
7...	81·20	80·70	79·70	80·10	90·60	90·85	85·85	81·35	79·20		80·70	81·10
8...	81·70	80·45	80·20	80·05	90·70	90·70	85·70	81·30	79·10		80·85	81·70
9...	82·20	81·70	80·70	80·20	92·30	90·55	85·55	81·20	79·10		80·95	81·55
10...	82·95	80·95	80·95	80·30	92·95	90·20	85·35	81·05	79·05		81·10	81·20
11...	83·70	80·10	81·10	80·45	93·85	89·85	85·30	80·95	78·95		81·20	81·45
12...	83·95	80·20	81·20	80·95	94·10	89·45	85·10	80·85	78·85		81·20	81·70
13...	83·95	79·95	81·30	81·45	94·55	89·70	85·05	80·70	78·85		81·30	81·70
14...	83·70	81·20	81·70	82·70	95·10	89·80	84·85	80·60	78·70		81·45	81·80
15...	83·20	81·70	82·10	83·30	95·80	89·70	84·70	80·45	78·80		81·55	81·55
16...	82·70	81·45	82·45	83·95	95·95	89·70	84·55	80·35	78·70		81·45	81·55
17...	82·20	81·95	81·95	85·20	95·95	89·70	84·35	80·30	78·70		81·45	81·70
18...	81·70	81·85	81·70	85·70	95·85	89·70	84·20	80·30	78·60		81·45	81·80
19...	80·70	82·10	81·45	85·95	95·60	89·70	84·05	80·10	78·60		81·35	81·95
20...	80·95	82·10	81·20	86·45	95·45	89·55	83·95	80·05	78·60		81·35	81·85
21...	81·20	80·45	80·95	86·55	95·35	89·30	83·70	79·95	78·60		81·45	81·80
22...	81·10	80·45	80·70	86·60	95·20	89·10	83·55	79·95	78·60		81·35	81·85
23...	81·20	81·55	80·70	86·95	94·95	88·95	83·35	79·95	78·60		81·30	82·10
24...	81·20	82·20	80·20	87·20	94·80	88·70	83·10	79·95	78·60		81·30	82·20
25...	81·20	82·45	80·20	87·85	94·55	88·55	82·95	79·85	78·60		81·30	81·95
26...	81·20	82·10	80·20	88·10	94·35	88·35	82·70	79·85	78·60		81·20	81·70
27...	81·95	81·45	80·20	88·30	94·20	88·10	82·55	79·85	78·70		81·20	81·70
28...	81·70	82·10	80·10	88·70	94·05	87·80	82·45	79·70	78·70		81·10	81·70
29...	81·85	82·45	80·10	88·95	93·70	87·55	82·30	79·60	78·70		81·05	81·70
30...	82·20		80·30	89·20	93·55	87·35	82·20	79·60	78·70		81·10	81·95
31...	82·30		80·20		93·30		82·10	79·55				82·10

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1877.

TABLE No. 292.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1...	82·05	80·95	79·80	80·70	85·45	83·60	81·70	80·35	79·30	78·55	79·80	82·35
2...	82·10	80·80	79·80	80·80	85·45	83·55	81·70	80·35	79·20	78·60	79·80	82·35
3...	81·85	80·70	79·80	80·85	85·35	83·45	81·70	80·30	79·20	78·70	79·85	82·35
4...	82·20	80·45	79·80	80·95	85·30	83·30	81·70	80·20	79·20	78·70	79·85	82·45
5...	82·35	80·55	79·80	81·10	85·20	83·20	81·70	80·20	79·20	78·85	79·85	82·45
6...	82·70	80·45	79·85	81·30	85·10	83·05	81·60	80·10	79·20	78·85	79·95	82·55
7...	82·45	80·45	79·85	81·55	84·95	82·95	81·60	79·95	79·10	78·80	80·05	82·55
8...	82·20	80·35	79·95	81·80	84·70	82·80	81·45	79·85	79·10	78·70	80·10	82·70
9...	82·20	80·35	79·95	81·95	84·45	82·70	81·45	79·95	79·05	78·80	80·20	82·70
10...	82·45	80·45	80·05	82·05	84·35	82·55	81·45	79·85	79·05	78·80	80·35	83·05
11...	82·70	80·45	80·05	82·05	84·30	82·35	81·30	79·80	79·05	78·85	80·45	83·20
12...	82·95	80·30	80·05	82·05	84·20	82·30	81·20	79·80	78·95	78·95	80·55	83·10
13...	83·10	80·30	80·10	82·20	84·20	82·20	81·20	79·70	78·95	79·05	80·45	83·30
14...	82·95	80·20	80·05	82·20	84·20	82·20	81·10	79·80	78·85	79·05	80·30	83·20
15...	82·85	80·20	80·05	82·20	84·20	82·10	80·95	79·80	78·85	79·20	80·30	82·95
16...	82·70	80·10	80·05	82·30	84·20	82·05	80·85	79·80	78·85	79·30	80·35	82·45
17...	82·85	80·10	80·05	82·35	84·20	82·05	80·70	79·80	78·80	79·45	80·45	82·20
18...	82·70	79·95	80·05	82·45	84·20	81·95	80·80	79·80	78·80	79·55	80·70	82·20
19...	83·05	79·95	79·95	82·45	84·20	81·85	80·70	79·80	78·80	79·55	80·80	84·10
20...	82·95	79·95	79·95	82·95	84·20	81·85	80·70	79·85	78·80	79·60	80·80	83·70
21...	82·70	79·85	79·95	83·45	84·20	81·85	80·70	79·85	78·70	79·70	80·85	83·10
22...	82·70	79·85	79·85	84·30	84·20	81·95	80·70	79·80	78·70	79·80	81·05	82·95
23...	82·55	79·85	79·85	84·15	84·10	81·95	80·70	79·70	78·60	79·80	81·20	82·70
24...	82·60	79·85	79·80	84·60	84·10	81·95	80·60	79·60	78·60	79·85	81·35	82·20
25...	82·10	79·85	79·80	83·85	84·05	81·95	80·55	79·55	78·55	79·85	81·55	82·20
26...	81·95	79·80	79·70	84·95	84·05	81·85	80·55	79·45	78·55	79·85	81·85	82·20
27...	81·70	79·80	79·95	85·10	84·05	81·80	80·45	79·45	78·55	79·95	82·05	82·10
28...	81·20	79·80	80·05	85·45	83·95	81·70	80·55	79·35	78·55	79·85	82·30	82·10
29...	81·20		80·20	85·45	83·85	81·70	80·45	79·35	78·55	79·85	82·30	81·95
30...	81·20		80·15	85·45	83·80	81·70	80·35	79·35	78·55	79·85	82·30	81·95
31...	81·20		80·45		83·70		80·35	79·30		79·85		81·95

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1878.

TABLE No. 293.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	82·10	81·45	79·80	80·45	83·95	83·70	82·05	80·20	79·60	81·10	85·35	84·45
2	82·15	81·70	79·85	80·70	84·10	83·70	82·05	80·30	79·60	81·10	85·35	84·45
3	82·30	81·55	79·70	80·70	84·30	83·60	82·10	80·30	79·55	81·10	85·20	84·35
4	82·10	81·35	79·60	80·45	84·70	83·45	82·10	80·05	79·45	81·10	84·95	84·55
5	82·10	81·20	79·55	80·70	84·70	83·30	82·05	80·05	70·35	81·10	84·85	84·45
6	81·95	81·05	79·55	80·85	84·85	83·30	81·95	80·10	79·35	81·10	84·70	84·20
7	81·70	80·95	79·60	80·95	85·05	83·20	81·95	80·10	79·30	81·05	84·60	84·10
8	81·35	80·80	79·70	81·20	85·30	83·20	81·80	80·20	79·30	81·05	84·60	84·35
9	81·70	80·70	79·70	81·35	85·45	83·20	81·55	80·30	79·20	80·95	84·45	84·45
10	81·45	80·70	79·95	81·55	85·70	83·30	81·45	80·30	79·20	81·05	84·35	84·70
11	81·20	80·80	80·30	81·95	85·70	83·20	81·45	80·30	79·20	81·05	84·30	84·55
12	81·45	80·85	80·70	82·20	85·70	83·10	81·35	80·30	79·20	81·10	84·20	84·35
13	81·30	80·95	80·45	82·55	85·55	83·05	81·30	80·30	79·20	81·10	84·10	84·70
14	81·70	80·95	80·70	82·95	85·45	82·95	81·10	80·30	79·10	81·20	83·95	84·95
15	81·55	80·95	80·85	83·10	85·35	82·80	81·10	80·30	79·10	81·45	83·85	85·20
16	81·70	81·05	80·95	83·20	85·30	82·70	81·05	80·30	79·10	81·55	83·85	85·20
17	81·45	81·05	81·05	83·45	85·10	82·70	80·95	80·35	79·20	81·70	83·70	85·20
18	81·30	81·05	81·10	83·55	85·10	82·70	80·95	80·45	79·20	81·95	83·70	85·20
19	81·20	81·05	81·20	83·70	85·05	82·55	80·85	80·55	79·55	82·30	83·70	85·45
20	81·10	80·95	81·10	83·70	84·95	82·45	80·85	80·45	79·95	82·45	83·70	85·45
21	80·95	80·85	81·05	83·70	84·85	82·35	80·80	80·35	80·10	82·45	83·55	85·70
22	81·20	80·85	80·85	83·70	84·85	82·30	80·80	80·30	80·45	82·95	83·35	85·70
23	81·05	80·95	80·70	83·70	84·70	82·35	80·55	80·10	80·70	83·30	83·60	85·45
24	81·20	80·85	80·70	83·70	84·70	82·30	80·55	80·05	80·95	83·45	83·95	85·45
25	81·45	80·80	80·45	83·70	84·60	82·20	80·45	79·95	81·10	83·80	84·20	85·55
26	81·70	80·80	80·45	83·70	84·45	82·20	80·35	79·85	81·20	84·10	84·30	85·70
27	81·45	80·70	80·35	83·70	84·45	82·20	80·30	79·85	81·20	84·35	84·30	85·95
28	81·55	80·55	80·30	83·70	84·35	82·20	80·20	79·80	81·20	84·70	84·35	85·45
29	82·10		80·35	83·70	84·35	82·20	80·20	79·80	81·20	84·95	84·45	85·95
30	82·10		80·45	83·70	84·30	82·10	80·10	79·70	81·20	85·10	84·45	85·95
31	81·95		80·45		84·10		80·10	79·70		85·35		85·55

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1879.

TABLE No. 294.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	85·20	81·10	82·10	81·70	87·20	88·55	83·70	82·10	79·80	79·85	78·85	79·80
2	84·70	81·20	82·20	81·95	87·70	88·30	83·55	81·95	79·80	79·80	78·80	79·85
3	84·45	81·30	82·05	81·90	88·10	88·10	83·45	81·85	79·80	79·80	78·70	79·95
4	84·10	81·20	81·95	82·20	88·30	87·95	83·30	81·70	79·70	79·70	78·60	79·85
5	84·20	81·20	82·10	82·10	88·95	87·70	83·20	81·55	79·70	79·70	78·60	79·95
6	84·30	81·10	82·20	82·30	89·20	87·45	83·05	81·35	79·70	79·60	78·60	80·10
7	84·10	81·20	81·95	82·20	89·45	87·30	82·95	81·30	79·70	79·55	78·60	80·30
8	83·95	80·95	81·85	82·20	89·35	87·10	82·85	81·20	79·70	79·55	78·60	80·45
9	83·95	81·05	81·95	82·30	89·35	86·95	82·70	81·05	79·60	79·55	78·60	80·70
10	83·70	80·95	81·70	82·20	89·45	86·70	82·60	80·95	79·60	79·55	78·60	80·95
11	83·70	81·10	81·70	82·30	89·55	86·55	82·55	80·85	79·60	79·45	78·60	81·20
12	83·20	81·30	81·70	82·30	89·55	86·35	82·55	80·70	79·60	79·45	78·60	81·45
13	83·30	81·45	81·95	82·45	89·60	86·20	82·55	80·60	79·60	79·45	78·60	81·30
14	83·95	81·70	81·85	82·70	89·95	86·10	82·60	80·55	79·60	79·45	78·60	81·45
15	83·70	81·20	81·80	83·10	90·20	86·05	82·55	80·45	79·70	79·45	78·60	81·70
16	83·45	81·45	81·70	83·20	90·45	85·95	82·45	80·45	79·80	79·35	78·60	81·80
17	83·30	81·70	81·95	83·35	90·95	85·85	82·35	80·35	79·85	79·35	78·70	81·85
18	83·20	82·20	82·10	83·55	91·30	85·70	82·35	80·30	79·95	79·35	78·95	82·10
19	82·95	81·95	81·95	83·70	91·95	85·55	82·35	80·20	79·95	79·35	79·05	82·45
20	82·55	82·45	81·95	83·95	92·20	85·45	82·35	80·20	80·05	79·30	79·10	82·70
21	82·30	82·30	82·05	84·10	92·10	85·30	82·35	80·10	80·05	79·30	79·20	82·70
22	82·20	82·10	81·95	84·45	91·95	85·10	82·45	80·10	80·05	79·20	79·20	82·80
23	82·10	81·95	81·70	84·55	91·70	85·05	82·45	80·10	80·05	79·20	79·20	83·05
24	82·05	82·20	81·85	84·70	91·45	84·95	82·45	80·10	80·05	79·20	79·10	83·20
25	82·10	82·10	81·95	84·95	91·20	84·70	82·35	80·10	80·05	79·20	79·10	83·30
26	82·05	82·30	81·55	85·10	90·70	84·55	82·35	80·05	79·95	79·10	79·20	83·20
27	81·95	82·10	81·55	85·45	90·35	84·35	82·35	80·05	79·95	79·05	79·20	83·10
28	81·70	81·95	81·70	85·95	90·20	84·10	82·35	79·95	79·95	79·05	79·35	83·20
29	81·55		81·55	86·20	89·95	84·05	82·35	79·95	79·85	78·95	79·55	83·10
30	81·30		81·55	86·70	89·45	83·95	82·35	79·95	79·85	78·95	79·70	83·20
31	81·20		81·55		88·95		82·35	79·85		78·95		83·80

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1880.

TABLE No. 295.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1		81·95	80·20	80·10	88·60	90·85	85·45	82·10	79·85	79·20	81·20	83·70
2		82·20	80·10	80·30	88·70	90·80	85·20	82·05	79·85	79·20	81·20	84·20
3		82·15	80·30	80·55	88·80	90·55	85·05	81·95	79·85	79·35	81·20	84·70
4		82·30	80·35	81·15	88·85	90·30	84·80	81·85	79·85	79·55	81·05	84·20
5		82·10	80·45	82·20	89·05	90·10	84·45	81·70	79·85	79·80	81·10	83·70
6		81·70	80·70	82·70	89·10	89·95	84·35	81·55	79·85	80·05	81·20	83·10
7		81·30	80·95	84·20	89·20	89·70	84·20	81·35	79·85	80·10	81·45	83·70
8		81·70	81·20	81·70	89·45	89·55	84·05	81·20	79·85	80·20	81·80	84·20
9		81·45	81·30	84·55	89·80	89·35	83·85	81·10	79·95	80·30	82·20	83·70
10		80·95	81·55	84·45	90·20	89·30	83·70	81·05	79·95	80·35	82·95	83·95
11		80·70	81·70	84·45	90·55	89·20	83·55	81·05	79·95	80·45	84·10	83·70
12		80·80	81·85	81·45	90·95	89·10	83·45	80·95	79·95	80·55	85·20	83·45
13		80·45	81·70	84·45	91·30	89·05	83·30	80·85	79·95	80·45	85·95	82·95
14		80·35	81·55	84·45	91·55	88·95	83·10	80·85	79·85	80·35	86·30	82·70
15		80·30	81·35	84·45	91·85	88·85	83·05	80·80	79·80	80·35	86·20	82·45
16		80·45	81·45	84·55	92·10	88·70	82·85	80·70	79·70	80·45	86·20	82·20
17		80·70	81·20	84·70	92·30	88·55	82·70	80·60	79·60	80·55	86·20	82·35
18		80·85	80·95	84·95	92·45	88·35	82·55	80·55	79·60	80·60	86·20	82·70
19		80·55	80·70	85·20	92·35	88·10	82·35	80·45	79·60	80·80	86·05	82·95
20		80·70	80·45	85·55	92·20	87·85	82·35	80·45	79·55	80·95	85·70	82·70
21		80·95	80·45	85·95	92·05	87·55	82·35	80·35	79·45	80·95	85·30	82·55
22		80·70	80·55	86·20	91·95	87·30	82·35	80·30	79·45	80·95	85·10	82·45
23		80·45	80·45	86·45	91·80	87·10	82·30	80·20	79·35	81·05	84·85	82·70
24		80·70	80·45	86·80	91·70	86·85	82·30	80·10	79·30	81·05	85·10	82·55
25		80·95	80·30	87·05	91·60	86·55	82·30	80·05	79·20	81·05	84·95	82·20
26		80·70	80·20	87·55	91·55	86·30	82·20	80·05	79·20	81·10	84·70	82·20
27		80·15	80·10	87·80	91·35	86·05	82·35	80·05	79·20	81·10	84·55	83·20
28		80·45	79·95	88·05	91·20	85·95	82·30	80·05	79·20	81·10	84·20	83·70
29			79·95	88·20	91·20	85·80	82·30	79·95	79·20	81·10	83·70	83·95
30			79·95	88·15	91·10	85·70	82·20	79·95	79·20	81·20	83·95	84·20
31			79·95		91·05		82·20	79·95		81·20		84·20

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1881.

TABLE No. 296.

Day of the Month.	Jan.	Feb.	Mar	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	82·70	82·70	80·45	80·85	86·70	89·20	82·80	79·85	78·45		80·55	84·60
2	81·20	83·20	80·80	80·80	87·40	88·95	82·55	79·85	78·45		80·55	84·80
3	80·45	84·20	80·70	80·70	88·20	88·85	82·35	79·80	78·45		80·70	84·85
4	81·20	83·95	80·95	80·55	88·35	88·55	82·20	79·70	78·45		81·05	84·95
5	81·70	83·70	81·10	80·35	88·45	88·35	82·10	79·70	78·45		81·05	85·05
6	81·95	82·95	80·95	80·20	88·60	88·20	81·95	79·70	78·45		81·20	85·05
7	82·70	81·30	81·10	80·05	88·35	87·80	81·80	79·70	78·45		81·20	85·05
8	82·70	81·45	81·20	79·95	88·35	87·55	81·55	79·60	78·35		81·20	84·55
9	83·20	81·30	80·95	79·95	88·35	87·30	81·35	79·55	78·30		81·80	85·05
10	84·45	80·95	80·70	79·95	88·45	87·10	81·30	79·45	78·30		81·55	85·20
11	82·70	80·55	80·95	79·95	88·70	86·85	81·20	79·35	78·30		81·45	85·20
12	82·95	80·70	80·75	79·95	88·95	86·70	81·20	79·35	78·20		81·45	86·95
13	82·70	80·55	80·45	79·95	89·10	86·45	81·05	79·30	78·10		81·45	84·70
14	82·20	80·70	80·30	80·10	89·55	86·20	80·85	79·20	78·10		81·45	85·20
15	83·20	80·95	80·20	80·10	89·85	85·95	80·70	79·10	78·10		81·45	85·70
16	82·70	81·20	80·20	80·20	90·15	85·70	80·60	79·05	77·95		81·35	86·95
17	82·95	81·45	80·70	80·20	90·85	85·45	80·55	79·05	77·95		81·45	87·10
18	83·20	81·35	80·95	80·35	90·85	85·20	80·35	79·05	78·05		81·95	84·95
19	82·70	81·45	81·20	80·55	90·95	84·95	80·30	78·95	78·05		81·95	84·85
20	81·70	81·70	81·45	80·55	90·95	84·70	80·20	78·95	78·05		81·80	84·70
21	81·70	81·45	81·95	80·70	90·85	84·45	80·20	78·95	78·05		81·70	84·70
22	82·20	81·70	82·30	80·85	90·85	84·20	80·05	78·95	77·95		81·70	84·70
23	82·10	81·45	82·70	81·10	90·80	83·95	79·95	78·85	77·95		81·80	84·95
24	82·20	81·70	82·45	81·30	90·70	83·80	79·85	78·85	77·95		81·55	84·85
25	82·30	82·10	82·20	81·55	90·45	83·55	79·95	78·80	77·95		81·55	84·80
26	82·20	81·45	81·70	82·20	90·20	83·35	80·05	78·70	77·95		81·55	84·70
27	82·45	80·70	81·45	82·85	89·95	83·30	80·05	78·70	77·85		81·55	84·80
28	82·70	80·20	81·20	83·30	89·85	83·20	80·05	78·60	77·85		81·55	84·70
29	82·20		80·95	84·70	89·70	83·10	80·05	78·60	77·85		81·55	84·60
30	82·70		80·70	85·70	89·55	82·95	79·95	78·60	77·85		81·55	84·70
31	83·20		80·55		89·45		79·95	78·55				85·10

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1882.

TABLE No. 297.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	87·20	84·85	85·70	86·80	90·55	95·60	91·85	87·50	87·00	87·15	85·60	86·50
2	88·10	84·80	86·20	86·85	90·55	95·60	91·70	87·40	87·00	87·10	85·60	86·60
3	87·95	84·70	87·20	86·85	90·55	95·45	91·60	87·35	86·90	87·00	85·65	86·60
4	88·70	84·85	87·85	86·95	90·60	95·35	91·55	87·15	86·85	86·85	85·75	86·75
5	87·35	84·95	87·70	86·95	90·60	95·45	91·35	87·10	86·85	86·75	85·85	86·60
6	87·45	85·05	87·45	87·20	90·70	95·35	91·35	87·00	86·75	86·65	85·90	87·00
7	86·70	84·95	87·30	87·35	90·80	95·30	91·30	86·85	86·65	86·60	85·90	87·25
8	85·70	85·10	87·20	87·55	90·85	95·35	91·10	86·75	86·65	86·50	85·90	87·35
9	85·55	84·85	86·95	87·85	90·95	95·30	91·05	86·75	86·60	86·40	85·90	87·00
10	85·45	84·70	86·95	88·20	91·05	95·20	90·95	86·65	86·60	86·35	85·90	86·75
11	85·35	84·70	86·80	88·20	91·10	94·85	90·80	86·75	86·60	86·25	85·90	86·50
12	85·45	84·55	86·70	88·05	91·20	94·55	90·60	86·65	86·50	86·15	85·90	86·40
13	85·30	84·55	86·45	87·70	91·45	94·20	90·45	86·75	86·50	86·10	85·90	86·60
14	85·45	84·60	86·35	87·55	91·70	93·70	90·35	86·65	86·50	86·00	86·15	86·75
15	85·30	84·70	86·20	87·45	91·80	93·45	90·20	86·60	86·40	86·00	86·40	87·00
16	85·10	84·95	86·30	87·70	92·05	93·20	90·05	86·50	86·40	85·90	86·60	87·25
17	84·85	85·20	86·10	87·80	92·20	93·20	89·85	86·50	86·35	85·85	86·75	87·40
18	85·15	86·45	85·95	87·95	92·35	93·20	89·70	87·00	86·35	85·90	86·85	87·60
19	85·70	86·20	85·95	88·30	92·55	93·20	89·60	87·10	86·35	85·90	87·10	87·00
20	86·20	86·30	85·95	87·95	92·70	93·20	89·55	87·10	86·50	85·90	87·25	86·60
21	86·15	85·95	85·95	89·55	92·80	93·20	89·35	87·50	86·60	85·90	87·25	86·75
22	86·30	85·45	85·95	90·05	92·85	93·30	89·20	87·40	86·75	85·85	87·25	86·60
23	85·95	85·35	85·95	89·95	93·10	93·20	89·05	87·50	86·85	85·85	87·00	86·50
24	86·20	85·35	85·95	89·95	93·20	93·20	88·85	87·50	87·00	85·65	87·00	86·60
25	85·20	85·45	85·85	89·95	93·30	93·20	88·80	87·40	87·00	85·60	86·85	86·75
26	85·30	85·45	85·70	90·20	93·70	93·20	88·70	87·25	87·10	85·60	86·65	86·50
27	85·45	85·45	86·05	90·20	93·80	93·20	88·60	87·15	87·15	85·60	86·65	86·10
28	85·20	85·45	86·20	90·30	94·05	93·05	88·80	87·25	87·25	85·60	86·60	86·10
29	85·10		86·35	90·35	94·10	92·85	88·85	87·25	87·35	85·60	86·50	85·75
30	85·20		86·70	90·55	94·20	92·70	88·85	87·15	87·35	85·60	86·75	85·50
31	84·95		86·70		94·10		88·80	87·10		85·60		85·35

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1883.

TABLE No. 298.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	85·60	86·25	85·35	85·00	88·90	91·25	90·40	87·75	84·75	84·10	85·15	89·15
2	86·00	85·85	85·40	84·85	88·65	91·35	90·60	87·60	84·65	84·10	85·35	89·25
3	85·75	86·00	85·25	84·65	88·60	91·35	90·65	84·40	84·60	84·15	85·50	89·15
4	86·50	86·25	85·15	84·50	88·65	91·35	90·65	87·25	84·50	84·15	85·75	89·00
5	87·00	86·50	85·00	84·60	88·75	91·25	90·60	87·10	84·40	84·15	86·00	88·25
6	87·50	86·25	84·75	84·50	89·00	91·15	90·50	87·00	84·40	84·10	86·35	88·00
7	87·75	86·00	85·00	84·75	89·00	91·10	90·40	86·85	84·40	84·10	86·50	88·15
8	87·25	86·25	85·00	84·65	89·00	90·75	90·25	86·85	84·40	84·00	86·60	88·10
9	86·60	86·40	84·75	84·40	89·25	90·65	90·10	86·75	84·40	84·00	86·65	88·00
10	86·50	86·40	84·50	85·00	89·25	90·50	89·85	86·65	84·40	84·00	86·65	88·00
11	86·60	86·00	85·00	85·25	89·25	90·50	89·65	86·60	84·35	84·00	86·75	88·10
12	86·60	85·50	85·00	85·50	89·40	90·50	89·50	86·50	84·35	84·00	87·75	88·00
13	86·75	85·25	85·00	87·50	89·75	90·60	89·35	86·50	84·15	84·00	87·60	88·00
14	86·50	85·15	85·15	88·50	90·00	90·50	89·15	86·35	84·15	84·15	87·50	88·25
15	86·15	85·10	85·00	88·90	90·25	90·40	89·00	86·15	84·25	84·25	87·40	88·35
16	85·85	85·25	85·10	89·50	90·40	90·40	89·00	86·00	84·25	84·40	87·40	88·15
17	85·40	85·15	85·25	90·00	90·35	90·40	89·10	85·85	84·40	84·50	87·35	88·00
18	85·00	85·00	85·00	90·25	90·35	90·50	89·10	85·85	84·35	84·50	87·25	88·10
19	86·50	85·25	85·00	90·35	90·25	90·65	89·10	85·85	84·25	84·65	87·00	88·10
20	87·00	85·00	85·15	90·40	90·10	90·65	89·15	85·75	84·15	85·10	87·00	88·40
21	87·75	85·35	85·00	90·50	90·10	90·60	89·10	85·65	84·15	85·15	87·25	89·50
22	88·00	85·00	85·15	90·50	90·15	90·60	89·00	85·60	84·00	85·15	87·50	89·65
23	88·25	85·15	85·10	90·25	90·40	90·50	88·85	85·50	84·00	85·15	87·75	89·60
24	87·75	85·25	85·00	90·15	90·65	90·50	88·75	85·40	84·00	85·15	88·00	89·75
25	87·50	85·50	85·15	90·10	90·75	90·35	88·65	85·35	84·00	85·10	88·15	89·50
26	87·00	85·50	85·10	90·10	91·00	90·35	88·60	85·35	84·00	85·00	88·35	89·85
27	86·50	85·40	85·25	90·00	91·15	90·35	88·50	85·25	84·00	84·90	88·40	89·75
28	86·00	85·50	85·15	90·00	91·15	90·35	88·35	85·15	84·00	84·85	88·50	89·65
29	86·25		85·25	89·85	91·15	90·35	88·15	85·10	84·00	84·85	88·75	89·40
30	86·00		85·00	89·60	91·15	90·35	88·00	85·00	84·00	84·90	89·00	89·75
31	85·85		85·15		91·15		87·90	84·90		84·90		89·40

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1884

TABLE No. 299.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	89·25	86·40	87·15	91·00	93·35	93·40	89·35	87·60	86·10	86·00	88·15	88·00
2	89·60	86·50	86·75	90·75	93·50	93·25	89·15	87·65	86·10	86·00	88·15	88·25
3	89·75	86·25	87·00	90·60	94·00	93·00	89·00	88·00	86·00	86·15	88·35	88·15
4	89·25	86·35	87·10	90·40	94·25	92·85	88·85	88·10	85·90	86·25	88·35	88·00
5	90·25	86·50	87·15	90·25	94·40	92·65	88·65	88·25	86·00	86·25	88·35	88·35
6	90·60	86·25	87·00	90·00	94·50	92·50	88·60	88·25	86·00	86·35	88·35	88·50
7	90·25	86·50	87·00	90·00	94·60	92·25	88·50	88·35	86·00	86·35	88·25	88·75
8	89·60	86·40	87·00	89·85	94·75	92·00	88·35	88·35	86·00	86·35	88·15	89·50
9	89·00	86·50	86·75	89·65	94·85	91·85	88·15	88·40	86·00	86·40	88·15	89·35
10	88·50	86·75	86·50	90·00	95·00	91·75	88·10	88·35	86·00	86·50	88·10	89·40
11	88·25	87·00	86·40	90·35	95·25	91·65	88·00	88·25	86·00	86·50	88·00	89·25
12	88·00	86·50	86·40	90·75	95·25	91·60	87·90	88·15	86·00	86·50	88·00	89·35
13	87·75	86·40	86·35	90·60	95·25	91·50	87·75	88·10	85·90	86·50	88·00	89·35
14	87·60	86·50	86·40	90·50	95·25	91·40	87·75	88·00	85·85	86·60	87·85	89·25
15	87·50	86·75	86·25	90·50	95·25	91·35	87·65	87·75	85·75	86·60	87·85	89·25
16	87·25	86·65	86·25	90·50	95·15	91·15	87·60	87·70	85·75	86·60	87·85	89·35
17	87·00	87·00	86·50	90·75	95·15	91·00	87·60	87·50	85·65	86·60	87·85	89·85
18	86·75	86·85	86·75	91·25	95·00	90·85	87·50	87·35	85·65	86·60	87·75	89·85
19	86·85	86·75	87·00	91·40	95·00	90·65	87·50	87·15	85·65	86·60	87·60	89·85
20	87·00	86·85	87·50	91·75	94·90	90·50	87·40	87·00	85·65	86·60	87·50	90·00
21	87·25	87·00	87·60	92·00	94·90	90·35	87·35	86·85	85·65	86·60	87·40	89·85
22	87·40	87·00	87·60	92·25	94·75	90·15	87·25	86·75	85·65	86·60	87·40	90·00
23	86·75	87·10	87·75	92·40	94·60	90·00	87·35	86·65	85·65	86·65	87·50	90·50
24	86·60	87·00	88·00	92·40	94·50	90·00	87·40	86·60	85·65	86·75	87·60	92·00
25	87·00	87·00	88·00	92·50	94·50	89·85	87·35	86·60	85·65	86·85	87·65	92·25
26	87·25	86·65	88·15	92·60	94·35	89·75	87·25	86·50	85·65	87·25	87·75	92·60
27	87·10	86·75	88·25	92·60	94·25	89·65	87·25	86·40	85·75	87·50	87·85	92·25
28	86·50	87·00	89·50	92·65	94·15	89·60	87·25	86·35	85·85	87·85	87·85	92·90
29	86·75	87·00	90·40	93·00	94·00	89·50	87·25	86·25	85·85	88·00	87·85	90·00
30	86·50		91·00	93·25	93·85	89·50	87·35	86·25	86·00	88·00	88·00	89·00
31	86·00		91·25		93·60		87·40	86·25		88·15		89·15

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1885.

TABLE No. 300.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	89·35		87·75	86·00	94·50	93·65	90·90	88·65	87·00	86·60	86·25	87·00
2	90·00		87·65	86·00	94·35	93·60	90·85	88·50	87·00	86·60	86·25	87·00
3	90·65		87·50	86·00	93·85	93·50	90·75	88·25	87·00	86·60	86·25	87·00
4	90·35		87·50	86·00	93·40	93·40	90·50	88·15	87·00	86·65	86·25	87·00
5	90·00		87·35	86·00	93·35	93·35	90·40	88·15	86·85	86·65	86·10	87·25
6	89·50		87·25	86·00	92·75	93·15	90·35	88·10	86·75	86·50	86·50	87·40
7	89·35		87·35	86·10	92·85	93·10	90·35	88·00	86·65	86·60	86·60	87·50
8	89·40		87·00	86·10	93·00	93·00	90·35	88·00	86·50	86·10	86·65	87·50
9	89·50		86·85	86·15	93·50	92·75	90·25	88·00	86·65	86·25	86·65	87·15
10	90·00		87·10	86·35	93·75	92·50	90·15	87·85	86·65	86·10	86·75	87·00
11	89·50		87·25	86·50	94·00	92·25	90·15	87·85	86·65	85·85	87·00	87·15
12	88·75		87·00	86·75	91·10	92·00	90·10	87·85	86·65	85·60	87·10	87·00
13	89·50		86·75	87·10	94·15	91·85	90·10	87·85	86·65	85·40	87·25	87·00
14	90·00		86·65	87·50	94·15	91·65	90·00	87·85	86·65	85·50	87·40	87·15
15	90·15		86·75	87·75	94·15	91·50	90·00	87·75	86·65	85·65	87·50	87·10
16	90·00		87·00	88·00	94·15	91·25	90·00	87·65	86·65	85·85	87·50	87·15
17	90·60		87·10	86·60	94·25	91·00	90·00	87·60	86·65	85·85	87·50	87·00
18	90·50		86·75	86·15	94·25	91·00	90·00	87·60	86·65	85·85	87·50	87·50
19	90·00		86·50	90·25	94·25	91·00	89·90	87·60	86·65	85·85	87·60	87·75
20	90·25		86·65	91·00	94·25	91·00	89·85	87·40	86·75	85·85	87·60	88·00
21	89·75		86·40	91·50	94·25	91·00	89·75	87·50	86·75	86·10	87·60	89·00
22	90·00		86·25	92·00	94·25	91·10	89·60	87·50	86·75	86·25	87·60	88·75
23	89·60		86·25	92·50	94·25	91·10	89·50	87·50	86·85	86·35	87·60	88·75
24	89·00		86·00	93·00	94·25	91·10	89·35	87·50	86·85	86·35	87·50	88·50
25	89·25		86·00	93·25	94·15	91·10	89·25	87·50	86·75	86·35	87·40	87·75
26	89·50		85·75	93·60	94·10	91·10	89·10	87·50	86·65	86·25	87·40	87·50
27	89·60		85·85	94·25	94·10	91·10	89·00	87·50	86·65	86·25	87·35	87·25
28	89·15		85·75	95·00	93·90	91·10	88·90	87·50	86·65	86·25	87·25	87·10
29	89·25		86·00	95·60	93·75	91·00	88·90	87·40	86·65	86·25	87·15	87·15
30	89·00		86·00	95·60	93·65	91·00	88·85	87·25	86·65	86·25	87·10	87·25
31	89·25		86·00		93·65		88·85	87·15		86·25		87·00

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1886.

TABLE No. 301.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	87·15	89·40	91·25	86·75	95·60	90·65	89·10	87·85	86·10	86·15	86·85	86·75
2	87·00	89·25	92·00	88·25	95·50	90·50	89·00	87·85	86·10	86·15	86·75	86·75
3	87·00	89·00	90·75	88·50	95·25	90·35	88·90	87·75	86·10	86·25	86·75	86·65
4	86·75	88·85	89·60	88·75	95·00	90·25	88·90	87·75	86·10	86·25	86·65	86·60
5	86·75	88·40	88·00	89·00	94·85	90·15	88·85	87·65	86·10	86·35	86·60	86·50
6	87·00	88·15	88·00	88·75	94·75	90·10	88·85	87·65	86·10	86·35	86·60	86·50
7	90·00	88·25	87·85	88·75	91·50	90·00	88·75	87·60	86·15	86·40	86·60	86·50
8	90·50	88·15	87·50	88·50	94·35	90·00	88·65	87·50	86·15	86·50	86·50	86·40
9	90·60	88·00	87·40	88·50	94·15	90·00	88·60	87·40	86·15	86·50	86·50	86·35
10	91·50	87·75	87·40	88·50	93·85	90·00	88·50	87·35	86·15	86·50	86·50	86·25
11	91·50	88·10	87·10	88·25	93·65	90·00	88·35	87·25	86·15	86·50	86·40	86·25
12	92·50	87·65	87·00	88·00	93·40	89·85	88·15	87·10	86·10	86·50	86·40	86·35
13	92·50	87·75	86·75	89·00	93·10	89·85	88·00	87·00	86·10	86·50	86·35	86·35
14	91·50	87·60	86·40	90·00	92·85	89·85	88·00	86·85	86·10	86·50	86·25	86·40
15	91·25	87·50	86·15	91·00	92·75	89·85	88·00	86·75	86·10	86·50	86·25	86·40
16	91·75	87·60	86·00	91·75	92·65	89·75	88·00	86·75	86·10	86·50	86·25	86·40
17	92·00	87·75	86·00	92·50	92·60	89·65	88·00	86·65	86·10	86·50	86·25	86·50
18	91·50	87·65	85·85	93·00	92·35	89·60	88·00	86·60	86·10	86·50	86·25	86·50
19	91·75	88·00	85·85	93·50	92·15	89·50	88·00	86·60	86·10	86·60	86·25	86·75
20	92·50	88·10	85·85	93·75	92·00	89·50	88·00	86·60	86·10	86·75	86·25	87·00
21	93·00	88·00	86·00	94·40	92·00	89·50	88·00	86·50	86·00	86·75	86·25	87·50
22	93·00	88·00	86·00	94·85	92·00	89·50	88·00	86·40	86·00	86·85	86·35	87·75
23	93·25	88·15	86·00	95·50	91·85	89·50	88·00	86·40	86·00	86·85	86·40	88·50
24	93·25	88·10	86·00	95·65	91·85	89·50	88·00	86·35	86·00	86·85	86·50	88·50
25	92·40	88·15	86·00	95·75	91·65	89·40	88·00	86·35	86·00	86·85	86·60	88·75
26	92·00	88·60	86·00	95·60	91·50	89·35	88·00	86·35	86·00	86·85	86·50	89·00
27	90·00	90·00	86·00	95·60	91·35	89·25	88·00	86·35	86·00	86·85	86·60	88·75
28	89·75	90·75	86·00	95·60	91·35	89·25	87·90	86·25	86·00	86·85	86·65	88·75
29	89·75	.....	86·00	95·60	91·15	89·15	87·90	86·25	86·15	87·00	86·75	88·75
30	89·60	.....	86·00	95·60	91·00	89·15	87·90	86·15	86·15	87·00	87·00	89·00
31	89·65	.....	86·00	.....	90·85	.....	87·90	86·15	.....	87·00	.....	89·00

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1887.

TABLE No. 302.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	88·65	87·40	87·40	.....	93·35	91·90	88·10	86·25	85·00	84·25	84·40	84·60
2	88·75	87·35	87·15	.....	93·50	91·85	88·00	86·15	85·00	84·25	84·40	84·65
3	89·00	87·25	87·00	.....	93·75	91·65	87·85	86·15	84·85	84·25	84·50	84·75
4	89·00	87·40	86·75	.....	94·40	91·60	87·85	86·10	84·85	84·25	84·40	84·75
5	89·15	87·50	86·75	.....	94·60	91·50	87·75	86·00	84·85	84·25	84·40	84·85
6	89·15	87·40	87·00	.....	94·85	91·40	87·75	86·00	84·85	84·25	84·40	84·85
7	89·00	87·25	87·00	.....	95·25	91·15	87·65	85·85	84·85	84·25	84·40	85·00
8	88·75	87·50	86·75	.....	95·85	91·00	87·65	85·75	84·85	84·25	84·40	85·00
9	89·00	87·65	86·75	.....	95·85	90·75	87·60	85·75	84·85	84·25	84·40	85·25
10	89·00	87·40	86·75	.....	96·25	90·60	87·50	85·75	84·85	84·25	84·40	85·25
11	88·75	87·60	86·75	.....	96·25	90·50	87·50	85·75	84·85	84·25	84·50	85·25
12	88·65	87·65	86·60	.....	96·25	90·40	87·50	85·75	84·75	84·25	84·50	85·25
13	88·50	87·65	86·50	.....	96·25	90·35	87·50	85·65	84·75	84·25	84·50	85·25
14	88·75	87·50	86·50	.....	96·15	90·25	87·40	85·65	84·65	84·25	84·50	85·25
15	88·50	87·25	86·50	.....	96·15	90·15	87·40	85·65	84·65	84·25	84·50	85·25
16	88·50	87·00	86·35	.....	95·90	90·00	87·40	85·60	84·65	84·25	84·50	85·35
17	88·50	87·00	86·25	.....	95·60	89·85	87·40	85·50	84·60	84·25	84·50	85·50
18	88·60	87·25	86·00	.....	95·25	89·75	87·40	85·50	84·60	84·25	84·50	85·50
19	88·65	87·00	86·00	.....	95·00	89·60	87·40	85·40	84·60	84·25	84·50	85·60
20	88·75	86·75	86·00	.....	94·90	89·35	87·40	85·40	84·50	84·25	84·50	85·65
21	89·00	86·75	85·85	.....	94·50	89·25	87·35	85·40	84·50	84·25	84·50	85·75
22	89·00	86·75	85·85	.....	94·00	89·10	87·35	85·35	84·40	84·25	84·50	85·85
23	88·85	87·00	85·85	.....	93·60	89·00	87·25	85·25	84·40	84·25	84·50	86·25
24	89·00	87·25	85·85	.....	93·25	88·85	87·10	85·15	84·40	84·25	84·50	86·50
25	88·75	87·50	85·75	.....	93·50	88·75	87·00	85·15	84·40	84·25	84·50	87·00
26	88·50	87·00	85·65	.....	92·85	88·60	86·85	85·15	84·35	84·25	84·50	87·50
27	88·65	87·25	85·60	.....	92·60	88·50	86·65	85·15	84·35	84·25	84·50	87·50
28	88·75	87·25	85·60	.....	92·35	88·40	86·50	85·15	84·35	84·25	84·50	87·40
29	88·25	.....	85·50	.....	92·25	88·35	86·50	85·15	84·35	84·35	84·50	87·25
30	87·75	.....	85·40	.....	92·15	88·25	86·40	85·15	84·35	84·40	84·50	87·25
31	87·00	.....	85·40	.....	92·15	.....	86·35	85·10	.....	84·40	.....	87·25

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1888.

TABLE No. 303.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	87·50	85·00	84·10	85·00	89·00	93·85	91·25	87·10	85·65	85·75	85·25	87·00
2....	87·35	85·25	84·50	85·00	89·50	93·65	91·10	87·00	85·60	85·65	85·35	87·00
3....	87·00	85·00	84·50	85·50	90·00	93·65	90·75	86·85	85·60	85·60	85·60	87·00
4....	86·85	85·00	84·50	85·40	90·25	93·65	90·60	86·85	85·60	85·60	85·75	87·00
5....	86·75	85·10	84·50	85·60	90·50	93·50	90·40	86·75	85·60	85·60	85·85	86·85
6....	86·75	84·85	84·50	85·85	90·50	93·35	90·15	86·60	85·50	85·60	86·00	86·75
7....	86·75	85·00	84·60	86·00	90·50	93·15	89·85	86·60	85·50	85·60	86·25	86·60
8....	86·85	84·75	84·50	86·00	90·60	93·00	89·60	86·50	85·50	85·60	86·50	86·40
9....	86·75	84·50	84·40	86·25	90·75	92·85	89·40	86·40	85·50	85·40	86·75	86·25
10....	86·75	84·50	84·50	86·50	90·85	92·85	89·25	86·35	85·50	85·35	87·25	86·00
11....	86·65	84·60	84·50	86·50	91·25	92·75	89·10	86·25	85·50	85·35	88·00	86·00
12....	86·60	84·75	84·50	87·00	91·85	92·60	89·00	86·25	85·40	85·25	88·25	86·00
13....	86·65	84·50	84·50	87·00	92·50	92·60	88·85	86·15	85·40	85·25	88·10	87·75
14....	86·50	84·50	84·50	87·25	93·00	92·60	88·65	86·00	85·35	85·15	87·85	88·50
15....	86·25	84·50	84·50	87·10	93·50	92·65	88·50	86·00	85·35	85·15	87·75	90·00
16....	86·00	84·60	84·40	87·00	94·25	92·75	88·35	86·00	85·40	85·25	87·65	88·40
17....	85·50	84·50	84·25	87·00	95·00	92·85	88·25	86·00	85·50	85·15	87·60	87·75
18....	85·00	84·50	84·25	87·00	95·25	92·90	88·25	85·85	85·50	85·15	87·50	86·50
19....	85·00	84·50	84·25	87·50	95·50	93·00	88·25	85·85	85·50	85·15	87·40	86·25
20....	84·85	84·50	84·50	87·50	95·50	92·90	88·15	85·75	85·60	85·15	87·25	86·25
21....	84·75	84·40	84·50	87·50	95·65	92·90	88·00	85·75	85·65	85·15	87·00	86·25
22....	84·75	84·25	84·50	87·50	95·65	92·85	87·90	85·75	85·75	85·15	87·00	86·00
23....	84·60	84·35	84·50	87·50	95·40	92·75	87·85	85·75	85·00	85·15	87·00	86·00
24....	84·75	84·35	84·50	87·50	95·15	92·60	87·85	85·75	85·00	85·10	87·00	86·00
25....	85·00	84·25	84·50	87·50	95·00	92·50	87·65	85·75	85·00	85·10	87·00	86·00
26....	85·00	84·25	84·65	87·25	94·85	92·35	87·65	85·75	85·00	85·00	87·00	86·00
27....	84·75	84·25	85·00	87·25	94·65	92·15	87·50	85·75	85·00	85·00	87·00	86·00
28....	85·00	84·25	85·00	87·60	94·50	91·85	87·40	85·75	85·00	85·00	87·00	87·00
29....	85·00	84·25	85·00	87·60	94·35	91·75	87·40	85·75	85·00	85·15	87·00	87·00
30....	85·25	.	85·00	87·60	94·35	91·60	87·35	85·75	85·00	85·15	87·00	87·00
31....	85·00	.	85·00	....	94·15	....	87·25	85·75	...	85·15	.....	87·00

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1889.

TABLE No. 304.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	87·75	88·00	86·50	86·00	92·00	89·75	91·25	88·40	87·00	85·40	85·40	....
2....	86·75	87·75	86·00	86·00	92·00	90·25	91·00	88·35	86·90	85·40	85·35	....
3....	86·50	88·00	85·60	86·00	92·50	90·75	91·00	88·35	86·90	85·40	85·35	....
4....	86·25	88·25	85·25	86·00	92·50	91·25	90·85	88·25	86·85	85·40	85·35	....
5....	86·00	88·50	85·00	86·00	92·50	92·00	90·75	88·25	86·85	85·40	85·35	....
6....	86·00	88·75	85·00	86·50	92·40	92·50	90·65	88·15	86·85	85·50	85·35	....
7....	85·75	88·75	85·00	86·75	92·25	93·00	90·50	88·10	86·85	85·50	85·35	....
8....	85·60	88·40	85·00	87·00	92·10	93·25	90·25	88·00	86·75	85·50	85·35	....
9....	85·50	87·85	85·00	87·00	91·85	93·25	90·00	87·85	86·75	85·60	85·35	....
10....	85·50	87·85	85·25	87·25	91·65	93·25	89·75	87·75	86·75	85·60	85·35	....
11....	85·50	87·85	85·40	87·25	91·50	93·25	89·60	87·65	86·65	85·65	85·35	....
12....	85·65	87·85	85·50	87·35	91·35	93·25	89·60	87·65	86·60	85·75	85·35	....
13....	85·75	87·60	85·40	87·40	91·25	93·00	89·60	87·60	86·50	85·75	85·35	....
14....	86·00	87·65	85·40	87·50	91·10	92·75	89·60	87·50	86·40	85·75	85·35	....
15....	86·00	87·75	85·00	87·50	91·00	92·50	89·50	87·40	86·30	85·85	85·35	....
16....	86·50	87·65	85·00	87·75	91·00	92·25	89·50	87·40	86·25	86·00	85·40	....
17....	86·75	87·65	85·00	87·75	91·00	92·00	89·40	87·35	86·15	86·00	85·40	....
18....	87·00	87·50	85·00	87·75	90·85	91·75	89·35	87·25	86·10	85·85	85·50	....
19....	87·75	87·35	85·00	88·00	90·65	91·65	89·35	87·15	86·00	85·75	85·65	....
20....	89·00	87·25	85·00	88·40	90·50	91·65	89·25	87·15	85·85	85·65	85·75	....
21....	89·00	87·25	85·00	88·65	90·35	91·65	89·25	87·15	85·75	85·50	85·85	....
22....	88·75	87·00	85·25	88·85	90·15	91·60	89·15	87·15	85·65	85·50	86·00	....
23....	88·75	87·00	85·50	89·00	90·10	91·50	89·10	87·15	85·60	85·40	86·15	....
24....	89·00	86·75	86·00	89·35	90·00	91·40	89·00	87·15	85·50	85·40	86·15	....
25....	89·00	87·00	86·35	90·00	89·85	91·50	89·00	87·10	85·40	85·40	86·25	....
26....	89·00	87·50	86·50	90·25	89·75	91·50	88·85	87·10	85·40	85·40	86·25	....
27....	88·75	87·50	86·50	90·50	89·65	91·50	88·75	87·10	85·40	85·40	86·15	....
28....	88·00	87·25	86·50	91·00	89·60	91·50	88·65	87·00	85·40	85·40	86·15	....
29....	87·75	..	86·00	91·50	89·50	91·50	88·60	87·00	85·40	85·40	86·15	....
30....	88·00	.	86·00	91·75	89·50	91·50	88·60	87·00	85·40	85·40	86·15	....
31....	88·00		86·00	....	89·50	....	88·50	87·00		85·40	....	....

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1890.

TABLE No. 305.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	87·75	88·50	88·00	87·10	92·00	94·50	91·85	88·15	87·50	86·60	86·35	85·65
2	88·00	88·40	87·75	87·25	92·15	94·60	91·65	88·10	87·50	86·60	86·35	85·50
3	88·00	88·50	87·75	87·50	92·25	94·50	91·50	88·10	87·50	86·50	86·35	85·30
4	88·50	88·75	87·65	87·60	92·35	94·50	91·25	88·00	87·50	86·50	86·35	85·50
5	88·50	88·50	87·75	87·75	92·50	94·35	91·00	88·00	87·50	86·40	86·35	85·50
6	88·75	88·40	87·50	88·15	92·65	94·25	90·85	88·00	87·60	86·40	86·35	85·50
7	89·00	88·00	87·50	88·25	93·00	94·10	90·65	88·00	87·60	86·40	86·40	85·50
8	89·00	88·25	87·40	88·50	93·15	94·00	90·50	88·00	87·75	86·40	86·40	85·65
9	90·00	88·25	87·40	88·75	93·25	93·90	90·35	88·00	87·65	86·40	86·50	85·75
10	90·40	88·40	87·40	89·00	93·35	93·85	90·15	87·90	87·60	86·50	86·40	85·75
11	90·75	88·15	87·25	89·40	93·50	93·65	90·00	87·85	87·60	86·50	86·40	85·75
12	91·00	88·00	87·25	89·75	93·50	93·50	89·85	87·75	87·50	86·50	86·35	85·65
13	91·50	88·00	87·25	90·00	93·50	93·60	89·65	87·65	87·50	86·50	86·25	85·75
14	92·40	88·00	87·15	90·25	93·40	93·75	89·50	87·60	87·50	86·40	86·25	85·75
15	92·50	88·00	87·00	90·75	93·35	94·00	89·40	87·50	87·50	86·40	86·25	85·75
16	92·75	88·00	87·00	91·00	93·25	94·25	89·25	87·40	87·50	86·40	86·25	86·00
17	92·00	88·10	87·00	91·25	93·15	94·40	89·25	87·40	87·50	86·40	86·25	86·00
18	91·50	88·10	87·00	91·30	92·90	94·40	89·25	87·35	87·50	86·40	86·25	86·00
19	92·00	88·15	87·00	91·30	92·90	94·10	89·25	87·35	87·35	86·40	86·25	86·00
20	92·50	88·00	87·00	91·35	93·15	93·75	89·15	87·25	87·35	86·40	86·25	86·00
21	92·75	88·00	87·00	91·25	93·15	93·50	89·10	87·25	87·25	86·40	86·25	86·00
22	92·75	88·00	87·00	91·25	93·25	93·25	89·00	85·25	87·15	86·40	86·15	86·00
23	93·00	88·00	87·00	91·15	93·35	93·00	88·85	87·35	87·10	86·40	86·00	86·15
24	93·00	88·00	87·00	91·35	93·40	92·85	88·75	87·40	87·00	86·40	86·00	86·25
25	93·00	88·00	87·00	91·40	93·50	92·65	88·75	87·50	86·85	86·40	86·00	86·40
26	91·75	88·00	87·00	91·50	93·65	92·50	88·85	87·60	86·85	86·40	86·00	86·40
27	90·00	88·00	87·00	91·60	93·75	92·35	88·75	87·60	86·75	86·35	85·75	86·40
28	89·25	88·00	87·00	91·75	93·85	92·15	88·65	87·50	86·75	86·35	85·75	86·40
29	88·60	.....	87·00	91·85	94·00	92·00	88·60	87·50	86·65	86·35	85·75	86·35
30	88·50	.....	87·00	91·85	94·25	92·00	88·40	87·50	86·65	86·35	85·75	86·40
31	88·50	.....	87·00	.....	94·35	.....	88·35	87·50	.....	86·35	.....	86·50

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1891.

TABLE No. 306.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	86·50	85·50	86·85	90·00	94·25	91·00	87·65	88·00	87·00	86·00	86·00	89·25
2	86·50	85·50	86·85	90·00	94·40	90·75	87·50	88·10	87·00	86·00	86·00	89·25
3	86·50	85·40	86·75	90·00	94·25	90·60	87·40	88·10	87·00	86·00	86·00	89·00
4	86·50	85·40	86·60	90·00	94·25	90·40	87·35	88·10	87·00	86·00	86·00	89·00
5	86·50	85·40	86·50	89·90	94·15	90·25	87·25	88·10	87·00	86·00	85·85	89·50
6	86·40	85·40	86·50	89·65	94·10	90·15	87·15	88·00	87·00	86·00	85·85	89·50
7	86·50	85·35	86·25	89·50	94·00	90·10	87·15	87·85	87·00	86·10	85·85	89·40
8	86·25	85·35	86·25	89·35	94·00	90·00	87·10	87·75	87·00	86·15	85·85	89·35
9	86·25	85·35	86·25	89·10	94·00	89·85	87·10	87·65	86·90	86·15	85·75	89·25
10	86·40	85·35	86·50	89·00	94·00	89·65	87·00	87·50	86·85	86·25	85·75	89·15
11	86·40	85·25	86·60	89·15	94·00	89·50	87·00	87·40	86·85	86·25	85·85	89·15
12	86·50	85·25	87·00	89·50	93·85	89·35	87·00	87·35	86·75	86·25	85·85	89·10
13	86·65	85·25	87·25	89·75	93·75	89·15	87·00	87·35	86·75	86·15	85·85	89·00
14	86·65	85·25	87·25	90·15	93·65	89·00	87·00	87·25	86·65	86·15	86·00	88·50
15	86·75	85·25	87·35	90·35	93·50	89·00	87·00	87·25	86·65	86·00	86·10	88·25
16	86·75	85·25	87·40	90·50	93·35	88·85	87·00	87·15	86·60	86·00	86·15	88·25
17	86·50	85·25	87·40	90·65	93·15	88·65	87·00	87·10	86·50	86·00	86·25	88·00
18	86·50	85·25	87·50	90·75	93·00	88·50	87·15	87·00	86·50	86·00	86·35	89·00
19	86·35	85·25	87·50	91·00	92·85	88·50	87·25	87·00	86·50	86·00	86·40	88·75
20	86·15	85·25	87·50	91·15	92·75	88·35	87·50	87·00	86·40	86·00	86·65	88·50
21	86·00	85·00	88·00	91·50	92·65	88·25	87·50	87·00	86·35	86·00	86·85	88·25
22	86·00	85·00	88·00	92·15	92·50	88·15	87·65	87·00	86·35	86·00	87·00	88·00
23	86·00	85·00	88·25	92·85	92·35	88·15	87·75	87·00	86·25	86·00	87·25	88·00
24	86·00	85·00	88·40	93·40	92·15	88·10	88·00	87·00	86·25	86·00	88·00	88·00
25	86·00	85·00	88·50	94·00	92·00	88·10	88·00	86·85	86·25	86·10	87·85	88·00
26	86·00	85·25	88·75	94·40	91·85	87·85	88·00	86·85	86·15	86·15	87·85	88·00
27	86·00	85·25	89·00	94·60	91·65	87·85	88·00	86·85	86·15	86·10	88·50	88·15
28	86·00	85·25	89·25	94·50	91·50	87·85	88·00	86·85	86·15	86·00	89·50	88·15
29	85·75	.....	89·50	94·50	91·40	87·85	88·00	86·85	86·15	86·00	89·50	89·50
30	85·50	.....	89·75	94·40	91·35	87·85	88·00	87·00	86·15	86·00	89·50	89·50
31	85·50	.....	89·75	.....	91·25	.....	88·00	87·00	.....	86·00	.....	89·50

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1892

TABLE No. 307.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	90·00	87·50	86·35	85·50	88·50	89·10	90·00	87·10	87·10	86·65	86·10	88·10
2	91·00	87·00	86·25	86·00	87·75	89·10	89·85	87·00	87·00	86·65	86·10	88·10
3	90·00	86·75	86·15	86·75	88·85	89·10	89·75	87·00	87·00	86·65	86·15	88·25
4	89·00	86·75	86·00	88·00	89·00	89·15	89·65	86·85	86·85	86·65	86·15	88·15
5	88·50	86·65	86·00	88·65	89·15	89·15	89·50	86·85	86·85	86·65	86·35	88·00
6	90·00	86·50	85·75	89·00	89·15	89·25	89·35	87·00	87·00	86·65	86·40	87·75
7	89·25	86·50	85·50	90·00	89·25	89·35	89·15	87·00	87·00	86·65	86·40	87·65
8	88·50	86·50	85·50	90·25	89·25	89·40	89·10	87·15	87·15	86·65	86·40	87·60
9	88·00	86·50	85·25	90·25	89·25	89·50	89·00	87·25	87·25	86·65	86·50	87·50
10	88·25	86·50	85·40	90·25	89·25	89·50	88·85	87·35	87·35	86·65	86·50	87·35
11	88·25	86·50	85·65	90·00	89·25	89·35	88·75	87·40	87·40	86·60	86·50	87·35
12	88·00	86·50	85·65	89·75	89·25	89·15	88·65	87·40	87·40	86·60	86·50	87·25
13	88·25	86·50	86·00	89·50	89·25	89·00	88·65	87·40	87·40	86·50	86·50	87·25
14	88·15	86·50	86·00	89·25	89·25	89·00	88·60	87·60	87·60	86·50	86·50	87·25
15	88·25	86·40	86·00	89·00	89·25	89·00	88·50	87·65	87·65	86·50	86·50	87·25
16	88·00	86·35	85·75	88·75	89·25	88·85	88·50	87·65	87·65	86·50	86·50	87·35
17	88·25	86·50	85·50	88·60	89·25	89·00	88·40	87·75	87·75	86·40	86·50	87·25
18	88·00	86·50	85·50	88·40	89·25	89·10	88·25	87·75	87·75	86·35	86·60	87·25
19	87·75	86·50	85·40	88·25	89·25	89·75	88·00	87·65	87·65	86·15	87·40	87·50
20	87·75	86·50	85·40	88·10	89·25	90·00	88·00	87·75	87·75	86·10	88·00	88·00
21	88·00	86·40	85·40	88·00	89·25	90·00	87·85	87·75	87·75	86·00	88·35	87·50
22	87·75	86·50	85·40	87·85	89·25	90·00	87·75	87·65	87·65	86·00	88·60	88·00
23	87·50	86·50	85·40	87·85	89·25	90·25	87·65	87·65	87·65	86·00	88·75	89·00
24	87·50	86·40	85·00	87·85	89·25	90·25	87·60	87·60	87·60	86·00	88·65	89·75
25	87·50	86·40	85·00	88·00	89·35	90·25	87·50	87·60	87·60	86·00	88·60	90·25
26	87·50	86·50	85·00	88·00	89·35	90·25	87·50	87·60	87·60	86·00	88·50	90·50
27	88·50	86·50	85·00	88·00	89·35	90·25	87·40	87·50	87·50	86·00	88·40	90·50
28	88·50	86·50	85·00	88·10	89·35	90·25	87·35	87·40	87·40	86·00	88·35	88·75
29	88·25	86·50	85·00	88·50	89·25	90·25	87·25	87·40	87·40	86·00	88·25	87·00
30	88·00	...	85·00	88·50	89·25	90·25	87·25	87·40	87·40	86·00	88·15	86·75
31	88·00	...	85·00	...	89·25	...	87·15	87·40	...	86·00	...	86·75

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1893.

TABLE No. 308.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1		85·40	85·15	86·75	89·85	91·75	90·60	88·00	88·65	86·40	87·25	86·75
2		85·35	85·25	87·00	90·00	94·65	90·40	88·00	88·40	86·50	87·25	86·65
3		85·25	85·25	87·25	90·10	94·50	90·25	88·00	88·00	86·50	87·25	86·75
4		85·15	85·50	87·40	90·40	94·50	90·10	88·00	87·60	86·50	87·25	86·85
5		85·15	85·50	87·50	90·50	94·35	90·00	87·90	87·40	86·50	87·25	86·85
6		85·10	85·50	87·60	93·25	94·15	89·85	87·90	87·15	86·50	87·25	87·00
7		85·00	85·50	87·60	93·75	94·00	89·75	87·75	87·10	86·50	87·25	88·00
8		85·00	85·50	87·65	93·75	94·00	89·60	87·65	87·00	86·60	87·25	88·10
9		85·00	85·50	87·65	94·00	93·85	89·50	87·65	87·00	86·60	87·25	87·00
10		85·00	85·50	88·35	94·00	93·65	89·40	87·60	86·85	86·60	87·25	86·00
11		85·00	85·50	88·50	94·00	93·40	89·35	87·50	86·75	86·60	87·15	86·00
12		85·00	85·50	88·65	94·00	93·25	89·35	87·40	86·65	86·60	87·10	87·25
13		85·00	85·50	88·85	94·00	93·10	89·25	87·35	86·65	86·60	87·10	87·50
14		85·00	85·50	89·00	94·25	93·10	89·25	87·15	86·60	86·65	87·00	88·00
15		85·00	85·60	89·00	94·25	92·85	89·25	87·10	86·60	86·65	87·00	88·00
16		85·00	85·60	89·15	94·50	92·60	89·35	87·00	86·50	86·65	87·00	89·00
17		85·10	85·60	89·35	94·85	92·35	89·15	87·00	86·50	86·65	87·00	88·25
18		85·00	85·75	89·50	96·25	92·15	89·10	87·00	86·50	86·75	86·85	89·00
19		85·00	85·75	89·25	96·50	91·90	89·00	87·00	86·50	86·75	86·85	89·00
20		85·00	85·75	89·15	96·85	91·85	88·85	87·00	86·40	86·85	86·85	89·00
21		85·00	86·00	89·50	97·25	91·65	88·65	87·10	86·40	86·85	86·75	89·25
22		85·00	86·00	89·65	97·25	91·50	88·60	87·10	86·10	87·00	86·75	90·00
23		85·15	86·15	90·00	97·00	91·35	88·50	87·00	86·40	87·00	86·75	90·75
24		85·10	86·25	90·25	96·75	91·25	88·40	87·00	86·40	87·00	86·75	88·75
25		85·00	86·25	90·50	96·40	91·15	88·35	87·00	86·40	87·00	86·75	87·50
26		85·00	86·25	90·40	96·00	91·00	88·35	87·00	86·40	87·00	86·75	88·00
27		85·00	86·40	90·35	95·75	90·90	88·25	87·00	86·40	87·10	86·75	87·50
28		85·00	86·40	90·25	95·50	90·85	88·25	87·00	86·40	87·10	86·85	87·50
29		...	86·50	90·00	95·25	90·85	88·15	88·00	86·40	87·15	86·85	87·35
30		....	86·50	90·00	95·15	90·75	88·10	89·00	86·40	87·25	86·85	87·50
31		.	86·50	...	95·00	...	88·00	89·00	.	87·25	.	87·50

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1894.

TABLE No. 309.

Day of the month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	87·60	86·50	86·25	89·00	94·65	94·75	90·00	87·10	85·85	85·50	87·15	87·40
2	87·50	86·50	86·00	89·00	94·65	92·00	90·10	87·00	85·60	85·50	87·15	87·50
3	87·40	86·75	86·00	89·00	94·85	92·25	90·15	86·85	85·40	85·50	87·35	87·50
4	87·50	87·00	86·00	89·00	95·00	92·50	90·10	86·65	85·35	85·60	87·60	87·00
5	87·50	87·00	86·40	89·00	95·00	92·50	90·00	86·65	85·25	85·60	87·65	87·15
6	87·50	87·00	86·40	89·00	95·00	92·25	89·75	86·65	85·25	85·65	87·85	87·25
7	87·50	87·00	86·15	89·00	95·00	92·00	89·65	86·60	85·15	85·65	87·90	87·00
8	87·50	87·00	87·75	89·00	94·85	92·00	89·65	86·50	85·15	85·90	88·00	87·50
9	87·40	87·00	88·00	88·85	94·75	91·85	89·65	86·40	85·15	85·90	88·00	87·50
10	87·60	86·60	88·40	88·85	94·70	91·65	89·65	86·35	85·15	85·90	88·00	89·50
11	87·50	86·35	88·75	88·60	94·50	91·50	89·65	86·35	65·15	85·90	88·00	90·25
12	87·50	86·25	89·50	88·40	94·25	91·25	89·65	86·25	85·15	85·90	88·00	90·50
13	87·50	86·00	89·75	88·50	94·15	91·00	89·60	86·15	85·15	86·00	88·00	88·50
14	87·50	86·00	90·00	88·75	94·00	90·75	89·50	86·15	85·10	86·15	88·00	87·25
15	87·50	85·75	89·85	88·90	93·85	90·50	89·35	86·10	85·00	86·25	88·00	87·15
16	87·50	85·75	89·65	89·10	93·65	90·25	89·15	86·10	85·00	86·40	88·00	87·00
17	87·40	85·75	89·40	89·25	93·50	90·10	89·10	86·00	85·10	86·60	88·00	87·00
18	87·40	85·75	89·25	89·50	93·25	90·15	88·90	86·10	95·15	86·75	88·00	87·00
19	87·35	85·75	89·60	89·75	93·00	90·60	88·85	86·00	85·25	86·90	87·85	87·00
20	87·40	85·75	90·00	90·00	92·60	90·90	88·65	86·00	85·35	87·10	87·75	87·00
21	87·35	86·00	90·50	90·50	92·60	91·00	88·50	86·00	85·40	87·15	87·60	87·00
22	87·25	86·25	90·35	91·50	92·40	91·00	88·50	86·00	85·50	87·25	87·50	87·00
23	87·15	86·35	90·10	90·00	92·40	90·75	88·40	86·00	85·50	87·25	87·50	87·00
24	87·25	86·50	89·85	92·50	92·35	90·60	88·15	96·00	85·50	87·25	87·50	87·00
25	87·00	86·50	89·65	93·00	92·35	90·50	88·10	86·00	85·10	87·15	87·50	87·00
26	86·75	86·50	89·65	93·50	92·25	90·40	87·90	86·00	85·10	87·15	87·50	87·75
27	86·75	86·50	89·50	94·00	92·15	90·35	87·75	86·00	85·40	87·15	87·50	87·75
28	86·65	86·50	89·25	94·25	92·15	90·50	87·50	86·00	85·50	87·15	87·75	88·00
29	86·50	. . .	89·00	94·50	91·85	90·35	87·50	86·00	85·50	87·10	88·00	88·00
30	86·50	. . .	89·10	94·65	91·75	90·25	87·35	86·00	85·50	87·10	88·00	88·00
31	86·50	. . .	89·00	. .	91·65	.	87·25	86·00	. . .	87·10	. .	87·75

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1895.

TABLE No. 310.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	88·00	88·50	86·25	86·00	92·50	91·15	88·85	86·15	86·50	85·35	85·00	86·50
2	88·50	88·50	86·25	86·00	92·40	91·15	88·65	86·10	86·50	85·35	85·00	86·65
3	88·75	88·25	86·15	86·00	92·35	91·15	88·50	86·10	86·50	85·25	85·00	86·75
4	89·50	88·00	86·15	86·00	92·35	91·25	88·35	86·10	86·40	85·25	85·00	87·00
5	90·50	88·00	86·10	86·00	92·35	91·25	88·15	86·10	86·35	85·25	85·00	87·50
6	90·00	87·75	86·10	86·25	92·60	91·35	88·10	86·10	86·25	85·25	85·00	88·00
7	90·50	87·50	86·15	86·50	92·85	91·40	88·00	86·10	86·15	85·25	85·00	88·25
8	91·00	87·10	86·25	87·35	93·15	91·40	87·85	86·10	86·15	85·25	85·00	88·25
9	91·00	86·60	86·25	88·50	93·50	91·35	87·75	86·10	86·00	85·25	85·00	87·50
10	91·75	86·60	86·25	89·25	93·85	91·25	87·65	86·10	86·00	85·25	85·10	87·25
11	90·50	86·50	86·25	89·25	94·00	91·15	87·65	86·10	85·85	85·25	85·15	87·40
12	90·25	86·50	86·25	89·50	94·00	91·15	87·60	86·15	85·75	85·25	85·25	88·00
13	89·00	86·75	86·15	90·00	93·85	91·15	87·60	86·25	85·75	85·15	85·25	88·00
14	88·50	86·75	86·10	90·15	93·65	91·00	87·50	86·35	85·65	85·15	85·25	88·25
15	88·50	87·00	86·00	90·50	93·50	91·00	87·40	86·35	85·65	85·10	85·35	88·00
16	88·65	87·00	86·00	90·65	93·25	90·90	87·35	86·35	85·60	85·10	85·35	88·00
17	88·50	87·00	86·00	90·75	93·10	90·85	87·25	86·35	85·50	85·10	85·50	87·50
18	88·50	87·00	86·00	90·85	93·00	90·75	87·15	86·40	85·50	85·10	85·50	87·50
19	88·25	87·25	86·00	91·00	92·75	90·65	87·10	86·40	85·50	85·10	85·65	87·25
20	88·00	87·25	86·00	91·00	92·50	90·40	87·00	86·40	85·50	85·10	85·65	87·25
21	88·00	87·50	86·00	91·25	92·25	90·35	86·85	86·40	85·50	85·00	85·75	87·00
22	88·25	87·50	85·85	91·50	92·15	90·15	86·75	86·40	85·50	85·00	85·85	87·00
23	88·75	87·35	85·65	92·00	92·00	90·10	86·65	86·40	85·40	85·00	85·85	87·00
24	88·75	87·00	85·65	92·25	91·85	90·00	86·65	86·40	85·40	85·00	86·00	87·00
25	89·00	86·75	85·75	92·25	91·65	89·85	86·60	86·50	85·40	85·00	86·00	87·00
26	89·00	86·50	86·00	92·40	91·50	89·65	86·60	86·50	85·40	85·00	86·00	87·00
27	89·00	86·35	86·00	92·40	91·35	89·50	86·50	86·50	85·40	85·00	86·10	88·00
28	89·00	86·25	86·00	92·50	91·25	89·35	86·40	86·50	85·40	85·00	86·10	89·00
29	89·75	. . . .	86·00	92·50	91·15	89·15	86·35	86·50	85·40	85·00	86·15	89·25
30	88·75	. . . .	86·00	92·50	91·15	89·00	86·15	86·50	85·40	85·00	86·15	89·00
31	88·50	. . . .	86·00	. . . .	91·15	. . .	86·15	. . . .	. . .	85·00	. . . .	89·00

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1896.

TABLE No. 311.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	90·00	92·15	88·75	85·85	94·10	90·00	88·00	86·85	85·75	85·10	86·25	89·40
2	91·00	92·00	88·50	85·85	94·00	90·15	88·00	86·75	85·75	85·60	86·35	89·25
3	91·25	91·50	88·25	85·75	93·90	90·15	88·00	86·65	85·65	85·75	86·10	89·10
4	91·50	91·00	88·25	85·75	93·85	90·35	88·00	86·50	85·60	85·85	86·60	88·75
5	91·50	91·00	88·50	85·75	93·85	90·40	88·00	86·50	85·60	85·85	86·75	88·60
6	91·50	90·60	88·75	85·75	93·65	90·40	88·00	86·40	85·60	86·00	86·85	88·50
7	91·60	90·65	88·75	85·75	93·60	90·50	87·85	86·35	85·50	86·00	87·25	88·50
8	91·50	91·00	89·00	86·00	93·40	90·50	87·85	86·35	85·50	86·10	87·50	88·50
9	91·50	91·15	89·00	86·50	93·25	90·60	87·85	86·25	85·50	86·10	87·85	88·50
10	93·00	91·00	89·25	87·10	93·00	90·65	87·85	86·15	85·50	86·15	88·00	88·35
11	93·40	91·00	88·75	87·75	92·75	90·75	87·75	86·10	85·50	86·25	88·15	88·15
12	93·40	91·35	88·50	88·25	92·60	90·60	87·75	86·10	85·50	86·35	88·35	88·00
13	93·00	91·00	88·25	89·10	92·40	90·50	87·65	86·00	85·50	86·40	88·50	88·50
14	92·50	90·50	88·00	90·00	92·25	90·40	87·65	86·00	85·50	86·60	88·50	89·00
15	91·50	90·35	87·60	91·00	92·10	90·25	87·65	86·00	85·50	86·50	88·50	90·00
16	91·25	90·00	87·25	92·00	92·00	90·10	87·60	86·00	85·40	86·40	88·50	91·00
17	92·00	90·00	87·10	93·00	91·85	89·85	87·60	85·85	85·40	86·40	88·50	91·25
18	93·00	90·00	87·00	93·85	91·65	89·65	87·50	85·90	85·40	86·35	88·50	91·75
19	93·50	89·75	87·00	94·00	91·50	89·50	87·40	85·90	85·40	86·35	88·50	90·75
20	93·50	90·00	87·00	94·25	91·35	89·40	87·40	85·85	85·40	86·35	88·60	90·00
21	93·25	90·00	87·00	94·60	91·15	89·25	87·35	85·85	85·40	86·25	88·60	90·00
22	93·00	90·00	87·00	95·00	91·00	89·00	87·35	85·85	85·40	86·25	88·60	89·75
23	93·00	90·00	87·00	95·25	90·85	88·85	87·25	85·85	85·40	86·25	88·75	89·50
24	92·75	89·75	86·85	95·50	90·65	88·65	87·25	85·85	85·40	86·15	88·85	88·00
25	92·00	89·65	86·60	95·50	90·60	88·60	87·15	85·85	85·40	86·15	88·85	88·50
26	91·00	89·50	86·40	95·25	90·50	88·50	97·15	85·85	85·35	86·15	88·85	88·00
27	90·75	89·25	86·25	95·00	90·40	88·35	87·15	85·85	85·35	86·15	89·00	87·50
28	91·00	89·00	86·00	94·85	90·35	88·15	87·10	85·85	85·35	86·15	89·10	87·00
29	92·25	89·00	86·15	94·50	90·35	88·10	87·00	85·85	85·35	86·15	89·25	87·00
30	92·40		86·00	91·25	90·35	88·10	87·00	85·85	85·35	86·15	89·50	87·00
31	92·50		86·00	...	90·35		87·00	85·85		86·15	...	87·50

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1897.

TABLE No. 312.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov	Dec.
1	87·50	90·00	86·60	87·40	94·85	93·50	89·85	87·15	86·60	85·35	85·75	86·15
2	88·00	90·25	86·50	87·65	94·85	93·25	89·60	87·15	86·60	85·35	85·75	86·15
3	88·50	90·00	86·60	88·00	95·00	93·00	89·40	87·15	86·60	85·35	85·75	86·25
4	89·00	89·50	86·50	88·25	95·25	93·00	89·25	87·15	86·40	85·35	85·90	86·25
5	89·50	89·25	86·50	88·50	95·15	92·85	89·00	87·15	86·40	85·35	85·90	85·15
6	89·75	89·50	86·60	88·75	95·00	92·75	88·85	87·00	86·25	85·35	85·90	86·00
7	90·00	88·50	86·50	88·85	95·00	92·75	88·85	87·00	86·25	85·35	85·90	86·00
8	90·00	88·00	86·50	89·00	95·00	92·60	88·85	87·00	86·10	85·35	85·90	86·00
9	90·25	87·50	86·50	89·00	95·85	92·50	88·65	86·85	86·00	85·35	85·90	86·00
10	90·00	86·75	86·50	89·00	94·75	92·35	88·50	86·65	86·10	85·35	85·90	86·15
11	90·00	86·50	86·50	89·00	94·75	92·15	88·40	86·65	85·90	85·35	85·90	86·15
12	90·00	86·50	86·50	89·00	94·60	92·00	88·25	86·65	85·90	85·25	85·90	86·25
13	90·00	86·60	86·50	88·50	94·50	92·00	88·25	86·65	85·90	85·25	86·00	86·25
14	89·00	86·65	86·50	88·50	94·50	92·00	88·25	86·50	85·90	85·25	86·00	86·50
15	89·00	86·65	86·50	88·50	94·35	91·85	88·10	86·50	85·85	85·25	86·00	86·50
16	89·00	86·40	86·60	88·65	94·00	91·85	88·00	86·50	85·85	85·25	86·00	86·65
17	88·50	86·50	86·60	88·65	94·00	91·65	87·85	86·50	85·85	85·25	86·10	87·00
18	88·00	86·50	86·65	89·00	94·00	91·40	87·85	86·50	85·65	85·25	86·10	88·65
19	87·50	86·50	86·65	89·00	94·00	91·25	87·85	86·40	85·65	85·25	86·10	89·65
20	89·00	86·50	86·65	89·00	93·85	91·10	87·65	86·10	85·65	85·25	86·10	89·65
21	89·00	86·10	86·75	89·00	93·85	91·10	87·50	86·10	85·65	85·25	86·10	89·00
22	90·00	86·10	86·75	89·25	94·10	91·00	87·50	86·60	85·65	85·25	86·10	89·00
23	90·25	86·50	86·75	89·50	94·15	90·85	87·35	86·60	85·65	85·35	86·00	89·35
24	91·00	86·50	86·75	89·65	94·35	90·40	87·35	86·60	85·50	85·35	86·00	89·65
25	91·00	86·50	87·00	90·00	94·50	90·25	87·25	86·75	85·50	85·35	86·00	90·25
26	91·00	86·50	87·00	91·00	94·50	90·25	87·25	86·75	85·50	85·10	86·00	90·75
27	90·75	86·50	87·00	92·50	94·35	90·00	87·15	86·75	85·40	85·10	86·00	90·75
28	90·25	86·50	87·00	93·25	94·35	90·00	87·15	86·75	85·10	85·65	86·00	90·40
29	90·50	..	87·00	93·85	94·35	90·00	87·15	86·75	85·10	85·65	86·10	90·15
30	90·65		87·00	94·75	94·00	89·85	87·15	86·75	85·10	85·65	86·10	89·65
31	90·40		87·00		93·75		87·15	86·75		85·75		89·25

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1898.

TABLE No. 313.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	89·25	87·15	86·40	90·35	90·90	90·85	89·15	86·75	86·00	86·00	88·10	87·25
2	89·25	87·15	86·40	90·15	90·90	90·85	89·00	86·60	86·00	86·10	88·10	87·10
3	89·25	87·15	86·60	90·15	90·90	90·85	89·00	86·35	86·00	86·10	88·00	87·10
4	89·15	87·00	86·60	90·40	90·75	90·85	88·85	86·35	86·00	86·10	87·85	87·10
5	89·15	86·85	86·60	90·40	90·75	90·85	88·85	86·35	86·00	86·25	87·85	87·10
6	89·15	86·85	86·50	90·35	90·65	90·40	88·85	86·35	86·00	86·25	87·85	87·00
7	89·00	86·85	86·50	90·35	90·65	90·00	88·65	86·35	86·00	86·25	87·75	87·00
8	88·85	86·85	86·40	90·00	90·60	89·85	88·65	86·35	86·15	86·25	87·75	87·00
9	88·65	86·85	86·40	89·85	90·35	89·65	88·50	86·35	86·15	86·25	87·65	87·00
10	88·65	86·85	86·40	89·65	90·35	89·35	88·50	86·35	86·15	86·25	87·65	87·00
11	88·65	86·65	86·60	89·40	90·00	89·00	88·50	86·15	86·15	86·25	87·65	87·00
12	88·85	86·65	86·75	89·40	90·00	89·00	88·35	86·15	86·15	86·30	87·65	87·00
13	88·85	86·50	86·90	89·25	90·00	89·00	88·35	86·15	86·00	86·35	87·65	87·00
14	88·85	86·50	87·35	89·10	89·85	89·00	88·15	86·15	86·00	86·35	87·75	87·00
15	88·85	86·50	87·35	89·10	89·85	89·00	88·00	86·15	86·00	86·50	87·75	86·65
16	88·85	86·50	87·50	89·10	89·85	88·85	88·00	86·15	86·00	86·50	87·75	86·65
17	88·85	86·75	87·50	89·35	89·60	88·85	88·00	86·40	86·00	86·50	87·75	86·65
18	88·60	86·75	88·25	89·35	89·60	88·50	87·85	86·40	86·00	86·35	87·75	87·15
19	88·35	86·75	88·85	89·35	89·40	88·35	87·75	86·50	86·00	86·35	87·85	87·35
20	88·00	86·75	89·25	89·75	89·40	88·35	87·75	86·50	86·00	86·75	87·85	87·35
21	87·65	86·60	89·75	90·00	89·00	88·15	87·60	86·50	86·00	86·75	87·85	86·65
22	87·35	86·60	89·90	90·35	89·00	88·15	87·60	86·50	86·00	86·75	87·75	86·65
23	87·15	86·40	89·65	90·40	88·90	88·15	87·60	86·50	86·00	86·90	87·75	86·65
24	87·15	86·40	89·65	90·40	89·00	88·15	87·60	86·35	86·00	87·15	87·75	86·65
25	87·15	86·40	89·35	90·40	89·25	88·15	87·35	86·35	86·00	87·15	87·75	86·65
26	87·15	86·40	89·00	90·65	89·35	88·15	87·35	86·35	86·00	87·35	87·60	86·65
27	87·15	86·40	89·00	90·65	89·75	88·15	87·15	86·00	86·00	87·35	87·60	86·65
28	87·15	86·40	89·25	90·85	89·90	88·50	87·15	86·00	86·00	87·65	87·60	86·65
29	87·15		89·25	90·90	90·35	88·85	87·00	86·00	86·00	87·65	87·35	86·65
30	87·15		89·75	90·90	90·65	89·15	87·00	86·00	86·00	88·00	87·35	87·85
31	87·15		90·35		90·85		87·00	86·00		88·00		88·90

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1899.

TABLE No. 314.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	90·85	86·25	85·75	84·85	95·15	95·35	89·00	87·75	85·85	87·15	86·50	86·00
2	90·85	86·25	85·60	84·85	95·50	95·35	89·00	87·60	85·85	87·35	86·50	86·00
3	90·00	86·00	85·60	84·85	95·50	95·35	88·85	87·60	85·75	87·50	86·50	86·00
4	88·15	86·00	85·25	85·15	96·15	93·15	88·85	87·40	85·75	87·60	86·50	86·00
5	86·85	86·00	85·25	85·15	96·35	93·15	88·60	87·40	85·60	87·65	86·50	86·00
6	86·85	86·00	85·85	85·15	96·50	93·15	88·40	87·25	85·60	87·65	86·60	86·00
7	86·85	86·00	85·85	85·50	96·50	93·00	88·25	87·25	85·50	87·65	86·60	86·00
8	86·85	86·00	85·85	85·50	96·65	93·00	88·25	87·10	85·50	87·60	86·60	86·00
9	86·85	85·75	85·50	85·50	96·65	92·85	88·25	87·00	85·40	87·35	86·65	85·85
10	86·85	85·75	85·50	85·50	96·65	92·85	88·85	87·00	85·40	87·25	86·65	85·85
11	86·85	86·35	85·25	85·75	96·50	92·50	88·85	86·85	85·35	87·00	86·40	85·85
12	90·00	86·35	85·25	85·75	96·00	92·25	89·35	86·65	85·35	87·00	86·40	85·85
13	90·75	86·00	85·25	85·75	95·65	92·00	89·35	86·65	85·35	86·85	86·25	86·65
14	91·35	86·00	85·25	85·75	95·60	91·65	89·40	86·60	85·35	86·65	86·25	86·85
15	90·50	86·25	85·25	86·15	95·15	91·40	89·40	86·60	85·35	86·50	86·15	87·50
16	90·00	86·00	85·25	87·85	95·00	91·15	89·40	86·50	85·25	86·50	86·15	88·15
17	90·00	85·75	85·40	90·50	94·65	91·00	89·25	86·50	85·25	86·35	86·00	88·40
18	88·50	85·75	85·40	91·00	94·35	90·85	89·25	86·35	85·25	86·35	86·00	88·60
19	88·50	85·75	85·25	91·00	94·00	90·40	89·00	86·25	85·25	86·35	86·00	87·40
20	86·75	85·60	85·25	91·25	93·85	90·60	88·75	86·25	85·25	86·25	86·00	87·25
21	86·75	85·60	85·00	91·50	93·65	90·35	88·60	86·15	85·25	86·25	86·00	87·25
22	86·75	85·85	85·00	92·00	93·40	90·35	88·35	86·15	85·25	86·25	86·00	87·50
23	86·60	85·85	85·00	92·35	93·15	90·10	88·15	86·15	85·25	86·25	86·00	87·50
24	86·60	86·25	85·00	92·35	93·00	90·00	88·00	86·10	85·25	86·25	86·00	87·50
25	86·60	86·25	85·00	93·00	92·65	89·85	88·00	86·10	85·40	86·15	86·00	87·65
26	86·60	85·75	84·85	93·25	92·50	89·85	88·00	86·00	85·60	86·15	86·00	87·65
27	86·40	85·75	84·85	93·25	92·15	89·65	87·85	86·00	85·60	86·15	86·00	87·65
28	86·40	85·75	84·85	93·50	92·15	89·65	87·75	86·00	85·85	86·15	86·00	87·40
29	86·40		84·85	94·75	92·35	89·35	87·75	86·00	86·65	86·15	86·00	87·40
30	86·25		84·85	94·75	92·85	89·15	87·75	86·00	86·90	86·35	86·00	87·40
31	86·25		84·85		93·35		87·75	86·00		86·35		87·25

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1900.

TABLE No. 315.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	87·75	88·25	86·65	85·35	93·15	90·00	87·40	88·85	86·50	86·75	86·65	87·60
2	88·25	88·25	86·65	85·35	93·00	90·00	87·35	88·65	86·35	86·85	86·75	87·50
3	88·25	88·25	86·65	85·35	92·65	90·00	87·35	88·65	86·15	86·85	86·75	87·50
4	88·40	88·00	86·65	85·35	92·35	90·50	87·65	88·40	86·40	86·85	86·65	87·50
5	88·40	87·75	86·65	85·35	92·00	90·50	88·00	88·25	86·25	86·75	86·65	87·40
6	88·85	87·75	86·35	85·50	91·75	90·50	88·35	88·25	86·35	86·75	86·60	87·40
7	88·85	87·60	86·35	85·50	91·85	90·15	88·50	88·25	86·25	86·85	86·60	87·35
8	88·85	87·60	86·35	85·75	91·85	90·15	88·50	88·25	86·15	86·85	86·60	87·35
9	88·85	87·40	86·00	85·75	91·85	90·00	88·65	88·15	86·00	86·90	86·60	87·15
10	88·85	87·40	86·00	87·35	92·00	90·00	88·85	88·15	86·00	86·90	86·60	87·15
11	88·50	87·40	86·00	87·75	92·00	89·50	88·85	88·15	86·00	87·00	86·50	87·00
12	88·50	87·25	85·60	87·90	91·85	89·50	89·00	88·10	86·00	87·00	86·40	86·65
13	88·50	87·25	85·60	89·00	91·85	89·35	89·00	88·00	86·00	87·10	86·40	86·40
14	88·40	87·60	85·60	89·50	91·40	89·35	89·15	88·00	86·00	87·15	86·40	87·15
15	88·40	87·60	85·35	89·50	91·35	89·35	89·15	88·00	86·00	87·25	86·40	87·35
16	88·50	87·60	85·35	89·90	91·00	89·25	89·15	87·85	86·15	87·50	86·40	87·35
17	88·90	87·40	85·35	89·75	91·00	89·00	89·75	87·65	86·25	87·60	86·40	87·00
18	89·75	87·40	85·35	89·75	91·15	88·90	90·35	87·65	86·25	87·35	86·40	87·00
19	90·35	87·40	85·35	89·75	91·35	88·85	90·35	87·50	86·40	87·15	86·40	87·15
20	90·65	87·40	85·35	89·90	91·35	88·65	90·00	87·50	86·40	87·00	86·85	87·15
21	90·00	87·40	85·35	90·35	91·35	88·50	89·65	87·40	86·60	87·00	87·25	87·25
22	89·60	87·40	85·35	91·00	91·15	88·40	89·50	87·40	86·60	86·90	88·35	87·25
23	89·60	87·40	85·15	91·85	91·15	88·25	89·35	87·35	86·75	86·90	88·60	87·25
24	89·60	87·40	85·15	92·40	91·00	88·00	89·35	87·35	86·75	86·85	88·40	87·25
25	89·25	87·40	85·15	93·00	90·85	88·00	89·15	87·25	86·75	86·85	88·40	87·40
26	89·25	87·15	85·15	93·15	90·65	88·00	89·15	87·10	86·75	86·65	88·25	87·40
27	89·00	87·00	85·15	93·15	90·65	87·75	89·15	87·00	86·75	86·50	88·00	87·50
28	88·50	86·65	85·15	93·35	90·40	87·75	89·00	86·90	86·75	86·40	87·85	87·35
29	88·50		85·15	93·35	90·40	87·50	89·00	86·85	86·75	86·40	87·65	87·35
30	88·25		85·15	93·50	90·25	87·40	89·00	86·75	86·75	86·60	87·65	87·35
31	88·25		85·35		90·00		88·85	86·65		86·60		87·40

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1901.

TABLE No. 316.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	87·40	89·25	88·00	86·15	93·85	90·85	88·15	86·25	85·25	84·50	85·00	85·35
2	87·50	89·00	87·65	86·25	93·85	90·90	88·00	86·25	85·25	84·50	85·00	85·50
3	87·50	88·85	87·40	86·40	93·90	91·15	87·85	86·15	85·25	84 50	85·10	85·50
4	87·60	88·50	87·15	86·65	93·85	91·35	87·65	86·00	85·35	84·65	85·15	85·40
5	87·85	88·40	87·00	86·85	93·85	91·40	87·50	85·75	85·35	84·75	85·25	85·40
6	88·15	89·85	87·00	86·85	93·50	91·50	87·35	85·65	85·25	84·75	85·25	85·25
7	88·90	90·60	86·65	87·25	93·40	91·50	87·40	85·60	85·25	84·75	85·15	85·15
8	88·40	90·85	86·60	88·35	93·35	91·50	87·40	85·60	85·25	84·85	85·15	85·15
9	88·25	90·85	86·60	90·85	93·10	91·50	87·35	85·50	85·25	84·85	85·15	85·00
10	88·85	91·40	86·35	91·40	92·85	91·50	87·25	85·50	85·15	84·40	85·15	85·00
11	89·00	91·65	86·00	91·50	92·50	91·60	87·10	85·50	85·10	84·40	85·35	85·90
12	89·00	90·75	86·00	91·60	92·60	91·60	87·00	85·60	85·00	84·50	85·35	85·90
13	89·00	91·25	85·85	91·60	92·40	91·40	86·95	85·50	85·00	84·60	85·40	85·85
14	88·85	91·50	85·65	91·60	92·25	91·25	86·75	85·40	84·90	84·60	85·40	85·85
15	88·85	91·15	85·65	91·60	92·15	90·85	86·60	85·40	84·85	84·65	85·40	88·25
16	89·15	91·35	85·50	91·50	92·00	90·50	86·40	85·40	84·85	84·65	85·40	89·35
17	89·15	90·75	85·50	91·35	92·00	90·15	86·50	85·35	84·85	84·75	85·40	89·60
18	89·85	90·50	85·50	91·15	91·75	89·75	86·50	85·25	84·85	84·75	85·40	90·65
19	90·25	90·00	85·40	91·40	91·65	89·50	86·40	85·25	84·75	84·85	85·40	90·25
20	90·25	90·00	85·40	91·65	91·50	89·50	86·40	85·25	84·75	84·90	85·40	90·35
21	91·65	89·65	85·40	92·00	91·75	89·35	86·35	85·25	84·75	85·00	85·40	90·50
22	91·00	89·40	85·40	92·50	92·00	89·25	86·25	85·35	84·75	85·15	85·40	90·00
23	91·10	89·10	85·35	93·25	92·00	89·00	86·15	85·10	84·65	85·15	85·40	89·35
24	90·40	88·75	85·35	93·65	91·85	89·00	86·00	85·50	84·65	85·10	85·40	88·65
25	90·40	88·75	85·35	93·85	91·85	88·85	85·90	85·50	84·60	84·85	85·35	88·10
26	90·15	88·60	85·35	94·00	91·65	88·75	85·85	85·40	84·60	84·85	85·35	87·35
27	90·00	88·25	85·50	94·00	91·40	88·65	85·85	85·35	84·50	84·85	85·15	86·25
28	89·65	88·10	85·50	93·75	91·25	88·60	85·85	85·25	84·40	84·85	85·10	86·00
29	89·65		85·50	93·90	91·10	88·40	85·85	85·25	84·40	84·90	85·00	86·00
30	89·40		85·60	93·75	91·00	88·25	86·00	85·25	84·40	84·90	85·15	85·75
31	89·40		85·85		90·90		86·15	85·25		85·10		85·65

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1902.

TABLE No. 317.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	85·90	87·25	84·60	91·90	91·60	90·85	89·40	87·40	86·00	85·60	86·50	88·50
2	86·60	87·10	84·75	92·00	91·60	90·85	84·10	87·40	85·75	85·60	86·50	88·40
3	86·75	87·00	85·65	92·00	91·65	90·90	89·40	87·40	85·60	85·60	86·50	88·40
4	88·85	86·85	86·15	92·00	91·85	90·90	89·25	87·40	85·50	85·50	86·60	88·35
5	89·75	86·75	86·40	92·00	92·00	90·90	89·25	87·35	85·50	85·50	86·60	88·25
6	91·60	86·60	86·40	91·90	92·00	90·85	89·00	87·35	85·40	85·50	86·65	88·00
7	94·00	86·40	86·60	91·75	92·00	90·85	89·00	87·40	85·40	85·50	86·65	87·75
8	94·35	86·35	86·60	91·50	92·00	90·90	88·85	87·40	85·35	85·60	86·75	89·50
9	95·50	86·35	86·60	91·25	92·00	90·90	88·65	87·40	85·35	85·60	86·90	90·35
10	93·65	86·25	86·40	91·60	92·00	91·00	88·60	87·15	85·35	85·60	87·00	90·65
11	91·40	86·10	86·25	91·35	92·00	90·90	88·50	87·15	85·35	85·75	87·10	90·85
12	91·75	86·00	86·60	91·15	91·85	90·85	88·40	87·00	85·35	85·75	87·35	90·85
13	91·90	85·85	86·60	91·35	91·85	90·65	88·25	86·90	85·35	85·85	87·35	89·25
14	92·40	85·75	86·65	91·25	91·75	90·65	88·25	86·85	85·35	85·85	87·50	89·85
15	92·10	85·65	87·50	91·25	91·65	90·50	88·25	86·85	85·40	85·90	87·65	91·60
16	91·65	85·40	87·90	91·00	91·50	90·50	88·15	86·75	85·40	85·90	87·75	91·85
17	91·35	85·40	88·90	91·00	91·35	90·50	88·15	86·65	85·50	85·90	87·85	89·00
18	90·90	85·25	89·35	90·90	91·15	90·50	88·10	86·60	85·50	86·15	88·00	88·35
19	90·75	85·10	89·50	90·90	91·00	90·35	88·00	86·50	85·60	86·25	88·15	88·00
20	90·40	85·00	89·85	90·75	90·75	90·15	88·00	86·50	85·60	86·40	88·35	87·90
21	90·00	85·00	89·90	90·65	90·50	90·00	88·00	86·50	85·60	86·40	88·35	87·85
22	89·50	84·85	90·00	90·65	90·50	89·60	87·90	86·40	85·60	86·35	88·50	87·75
23	89·15	84·65	90·25	90·65	90·40	89·65	87·85	86·40	85·50	86·35	88·50	87·85
24	89·00	84·60	90·40	90·60	90·40	89·65	87·85	86·35	85·50	86·35	88·65	87·90
25	88·75	84·40	90·40	90·50	90·35	89·50	87·65	86·35	85·50	86·35	88·65	88·40
26	88·60	84·40	90·60	90·60	90·35	89·50	87·65	86·25	85·50	86·35	88·75	88·50
27	88·35	84·40	90·65	90·90	90·40	89·50	87·65	86·25	85·50	86·40	88·85	88·75
28	88·10	84·40	90·85	90·90	90·50	89·50	87·60	86·15	85·50	86·40	88·65	89·25
29	87·65	.	90·50	90·90	90·50	89·50	87·60	86·10	85·50	86·50	88·50	89·40
30	87·50	.	91·40	90·90	90·75	89·50	87·50	86·00	85·50	86·50	88·50	89·40
31	87·35	.	91·75	.	90·75	.	87·50	86·00	. . . .	86·50	. .	89·15

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1903.

TABLE No. 318.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	88·60	88·65	87·85	90·60	89·50	89·50	89·50	87·15	86·15	86·40	86·65	85·60
2	88·10	88·40	88·40	90·50	89·50	89·40	90·60	87·10	86·00	86·40	86·60	85·40
3	87·75	88·40	88·90	90·40	89·50	89·35	90·40	86·90	86·00	86·15	86·60	85·40
4	87·60	88·25	89·40	90·50	89·85	89·15	90·10	86·65	85·90	86·15	86·50	85·40
5	87·60	88·10	89·10	90·50	90·10	89·00	89·75	86·65	85·75	86·10	86·50	85·35
6	87·40	88·00	88·75	90·40	90·40	88·90	89·75	86·60	85·65	86·10	86·50	85·25
7	87·15	87·85	88·60	90·50	90·65	88·85	89·60	86·60	85·65	86·35	86·40	85·25
8	87·00	87·85	88·60	90·85	90·65	88·85	89·35	86·50	85·60	86·40	85·40	85·25
9	87·00	87·65	88·25	90·90	90·75	88·75	89·15	86·50	85·60	86·50	86·40	85·85
10	87·25	88·00	88·10	90·75	90·90	88·60	89·00	86·60	85·60	86·75	86·35	85·85
11	87·40	87·75	88·50	90·60	90·90	88·50	88·65	86·60	85·50	86·90	86·25	86·10
12	87·60	87·90	89·00	90·40	90·90	88·50	88·40	86·65	83·50	87·40	86·25	86·50
13	87·85	87·90	89·40	90·35	91·00	88·60	88·25	86·65	85·50	87·40	86·10	86·85
14	89·75	88·25	89·90	90·00	91·00	88·75	88·10	86·65	85·50	87·40	86·10	88·00
15	89·40	88·40	90·15	90·00	91·10	88·85	87·90	86·75	85·50	87·50	86·00	88·85
16	89·35	88·75	90·35	90·10	91·00	88·90	87·65	86·75	85·65	87·40	86·00	88·85
17	88·25	88·40	90·50	90·35	91·10	89·00	87·60	86·75	85·75	87·40	86·00	87·85
18	88·00	88·00	90·65	90·25	91·00	89·00	87·50	86·75	85·90	87·40	86·00	87·25
19	87·60	87·75	90·85	90·25	91·00	89·10	87·50	86·85	85·90	87·50	85·85	87·75
20	87·10	87·75	91·00	90·15	90·90	89·15	87·40	86·85	86·00	87·50	85·85	87·75
21	87·40	87·65	91·35	90·15	90·85	89·10	87·40	86·85	86·00	87·40	85·85	87·50
22	87·15	87·85	91·65	90·25	90·65	89·00	87·35	86·75	86·40	87·40	85·85	87·50
23	87·00	88·00	91·65	90·15	90·60	89·10	87·35	86·60	86·40	87·25	85·75	88·10
24	86·85	88·15	91·85	90·15	90·50	89·15	87·25	86·40	86·50	87·25	85·75	87·85
25	89·40	88·00	91·90	90·10	90·25	89·40	87·35	86·25	86·50	87·10	85·65	87·65
26	89·85	87·65	91·65	90·00	90·10	89·60	87·40	86·25	86·50	87·10	85·65	86·15
27	90·75	87·50	91·50	89·90	90·00	89·60	87·40	86·10	86·50	87·00	85·65	86·75
28	90·25	87·40	91·25	89·85	89·90	89·50	87·35	86·00	86·40	87·00	85·65	86·50
29	89·85	. .	91·10	89·65	89·75	89·40	87·25	86·00	86·40	86·85	85·60	86·00
30	89·35	.	90·90	89·60	89·65	89·35	87·25	86·00	86·40	86·85	85·60	85·85
31	89·00	.	90·85	.	89·60	.	87·15	85·90	.	86·75	. .	85·65

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1904.

TABLE No. 319.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	85·65	85·60	85·25	88·00	92·50	93·90	90·40	87·40	85·90	86·90	88·10	86·25
2	85·40	85·60	85·00	88·35	93·25	94·10	90·15	87·25	85·90	87·10	88·00	86·25
3	85·40	85·50	84·90	88·75	93·65	94·35	90·00	87·10	86·00	87·00	88·00	86·10
4	85·25	85·50	84·65	89·50	94·10	94·60	89·85	87·00	86·25	87·00	87·90	86·10
5	85·25	85·25	84·50	89·90	94·50	94·65	89·85	86·90	86·35	87·00	87·90	86·25
6	85·15	85·25	84·50	90·35	94·65	94·75	89·75	86·85	86·35	87·35	87·90	86·35
7	85·15	85·00	84·35	90·65	95·10	94·65	89·60	86·65	86·25	87·50	87·85	86·60
8	85·15	84·75	84·60	90·85	95·40	94·75	89·50	86·60	86·25	87·50	87·85	86·75
9	85·35	84·75	84·60	91·65	95·40	94·75	89·40	86·60	86·15	87·50	87·65	86·90
10	85·35	84·60	84·65	92·15	95·50	94·90	89·25	86·50	86·15	87·50	87·60	88·15
11	85·50	84·60	84·65	92·65	95·65	95·00	89·15	86·40	86·10	87·50	87·50	86·85
12	85·50	84·60	84·75	92·50	95·35	94·90	89·15	86·40	86·00	87·50	87·40	90·25
13	85·35	84·65	84·75	92·35	95·15	94·90	89·15	86·35	85·90	87·50	87·35	90·60
14	85·25	84·65	84·60	91·85	95·00	94·75	89·10	86·35	85·85	87·50	87·35	88·35
15	85·25	84·75	84·60	91·60	95·00	94·50	89·10	86·25	85·85	87·50	87·15	87·50
16	85·25	84·75	84·85	91·40	94·75	94·25	89·10	86·25	85·75	87·65	87·00	87·00
17	85·25	84·75	84·85	91·00	94·50	93·85	89·00	86·15	85·75	87·75	86·85	86·40
18	85·25	84·75	84·85	90·60	94·35	93·50	88·90	86·15	85·65	87·85	86·85	86·65
19	85·25	84·60	84·75	90·40	94·15	93·00	88·90	86·25	85·50	87·85	86·75	86·90
20	85·10	84·60	84·65	90·15	94·15	92·65	88·65	86·10	85·50	88·00	86·65	87·50
21	85·10	84·60	84·65	90·00	94·25	92·40	88·50	86·25	85·50	88·00	86·75	88·15
22	85·00	84·85	84·85	89·75	94·15	92·15	88·40	86·25	85·50	88·15	86·75	88·40
23	85·35	84·85	84·85	89·65	94·00	92·00	88·25	86·40	85·50	88·15	86·65	87·90
24	85·35	85·15	84·85	89·50	94·00	91·65	88·10	86·40	85·65	88·25	86·65	87·60
25	85·35	85·35	84·85	89·85	94·00	91·40	88·00	86·40	86·10	88·25	86·60	87·00
26	85·35	85·35	85·40	90·40	94·00	91·15	87·85	86·40	86·40	88·25	86·60	89·25
27	85·50	85·35	85·85	90·15	94·15	91·00	87·75	86·25	86·40	88·25	86·50	89·25
28	85·65	85·50	86·35	90·40	94·00	90·75	87·65	86·25	86·40	88·25	86·50	89·85
29	85·65		87·10	90·85	94·00	90·65	87·60	86·15	86·40	88·25	86·40	88·65
30	85·65		87·10	91·75	93·90	90·50	87·60	86·10	86·75	88·25	86·25	89·00
31	85·75		87·40		93·85		87·50	86·00		88·25		88·15

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1905.

TABLE No. 320.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	87·10	87·15	86·35	89·65	88·00	90·10	87·75	86·40	85·10	85·15	86·25	87·40
2	86·35	87·15	86·35	89·50	88·15	90·10	87·65	86·40	85·10	85·15	86·25	87·10
3	87·90	87·10	86·35	89·15	88·50	90·00	87·50	86·40	85·10	85·15	86·10	87·00
4	87·90	87·10	86·25	89·15	88·35	89·85	87·50	86·40	85·10	85·10	86·10	86·75
5	88·10	86·90	86·25	89·35	89·00	89·65	87·25	86·40	85·10	85·10	86·10	86·60
6	88·00	86·90	86·25	89·75	89·35	89·50	87·00	86·35	85·15	85·00	86·00	86·35
7	87·75	86·85	86·10	89·75	89·50	89·40	87·00	86·35	85·15	85·00	86·00	86·10
8	87·50	86·85	86·00	89·50	89·60	89·10	86·90	86·25	85·15	85·00	86·00	85·85
9	87·50	86·90	85·85	89·40	89·90	89·35	86·75	86·25	85·15	84·85	85·85	85·00
10	87·75	87·00	85·85	89·35	90·25	89·35	86·65	86·15	85·15	84·85	85·85	85·00
11	87·90	87·25	85·65	89·35	90·50	89·15	86·65	86·10	85·10	84·85	85·75	86·25
12	88·25	87·25	85·50	89·15	90·65	89·15	86·60	86·00	85·00	85·00	85·75	87·40
13	88·25	87·25	85·50	89·00	91·00	89·10	86·60	85·90	85·00	85·00	85·65	87·00
14	88·60	87·25	85·35	88·85	91·00	89·10	86·60	85·85	85·00	85·00	85·65	87·00
15	88·75	87·15	85·35	88·85	91·15	89·10	86·60	85·75	85·00	85·00	85·65	86·75
16	88·90	87·15	85·25	88·85	91·25	89·00	86·50	85·75	85·00	85·10	85·65	86·75
17	88·60	87·10	85·25	88·75	91·25	88·90	86·50	85·75	85·00	85·15	85·65	86·60
18	88·35	87·00	85·25	88·60	91·25	88·90	86·50	85·65	85·00	85·25	85·60	86·65
19	88·35	86·85	85·25	88·35	91·25	88·85	86·75	85·65	85·15	85·35	85·60	86·85
20	88·00	86·85	85·10	88·35	91·35	88·85	86·65	85·60	85·35	85·50	85·50	87·00
21	87·65	86·85	84·90	88·15	91·40	88·75	86·65	85·50	85·35	85·50	85·50	87·00
22	87·65	86·65	84·90	88·00	91·40	88·65	86·60	85·50	85·50	85·60	85·50	86·75
23	87·85	86·65	84·85	88·00	91·50	88·60	86·50	85·40	85·50	85·65	85·40	86·40
24	87·85	86·60	84·85	87·85	91·40	88·40	86·50	85·40	85·50	86·00	85·40	86·40
25	87·60	86·60	84·85	87·65	91·25	88·35	86·50	85·35	85·40	86·10	85·40	86·60
26	87·50	86·40	84·65	87·60	91·00	88·25	86·50	85·35	85·40	86·25	85·50	86·60
27	87·50	86·40	84·85	87·50	90·75	88·25	86·50	85·35	85·40	86·35	85·65	86·60
28	87·65	86·35	85·35	87·50	90·60	88·10	86·40	85·25	85·35	86·40	85·65	86·75
29	87·35		86·15	87·50	90·50	87·90	86·40	85·15	85·25	86·40	85·85	86·85
30	87·15		86·85	87·50	90·40	87·85	86·40	85·15	85·15	86·40	85·85	86·85
31	87·15		87·15		90·35		86·40	85·10		86·25		86·85

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1906.

TABLE No. 321.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	86·85	88·50	87·25	86·35	89·35	90·40		86·15	84·40	83·85	84·50	84·60
2	86·65	88·50	87·25	86·35	89·35	90·35		85·90	84·40	83·90	84·50	84·85
3	86·65	88·50	88·00	85·75	89·60	90·35	89·60	85·85	84·40	83·90	84·60	84·90
4	86·65	88·35	87·65	85·90	89·75	90·35	89·40	85·65	84·40	83·85	84·40	85·85
5	86·40	88·15	87·65	86·15	89·90	90·15	89·40	85·40	84·40	83·85	84·40	85·50
6	86·60	88·35	87·40	86·15	89·90	90·15	89·40	85·40	84·40	83·85	84·40	85·50
7	86·60	88·60	87·25	86·25	90·00	90·35	89·40	85·35	84·40	83·85	84·50	87·00
8	86·60	88·90	86·85	86·25	90·25	91·35	88·35	85·25	84·40	83·90	81·50	87·50
9	86·50	88·75	86·85	86·35	90·50	91·60	88·25	85·10	84·40	84·10	84·40	87·50
10	86·50	88·75	86·60	86·35	90·65	91·40	88·00	84·90	84·35	84·10	84·50	87·35
11	87·75	88·75	86·60	86·50	90·85	91·00	87·85	84·90	84·35	84·10	84·40	87·15
12	87·60	88·60	86·40	86·50	90·85	90·60	87·75	84·85	84·25	84·15	84·40	87·15
13	87·85	88·60	86·40	86·50	91·15	90·40	87·65	84·75	84·25	84·25	84·50	87·50
14	87·65	88·60	86·25	86·65	91·35	90·40	87·60	84·75	84·25	84·25	84·40	87·50
15	88·15	88·40	86·10	86·85	91·35	90·40	87·50	84·75	84·15	84·25	84·50	87·35
16	88·15	88·40	85·75	87·00	91·40	90·40	87·35	84·15	84·10	84·25	84·50	87·15
17	87·75	88·15	85·60	87·35	91·40	90·40	87·15	84·00	84·10	84·35	84·35	87·35
18	87·75	88·00	85·60	87·50	91·50	90·40	87·15	84·00	84·10	84·35	84·35	87·35
19	87·60	87·75	85·40	87·60	91·50	90·25	87·15	84·00	84·00	84·35	84·35	87·35
20	87·60	87·40	85·40	87·85	91·50	90·10	87·00	84·65	84·10	84·10	84·35	87·50
21	87·60	87·15	85·40	88·25	91·40	90·00	87·00	84·60	83·90	84·40	84·35	87·50
22	87·85	87·15	85·25	88·25	91·40	89·85	86·65	84·00	83·90	84·35	84·35	87·15
23	88·35	87·15	85·25	88·85	91·40	89·85	86·35	84·00	84·00	84·35	84·35	87·35
24	88·35	87·00	85·00	88·85	91·40	89·85	86·15	84·50	83·90	84·35	84·40	87·00
25	88·65	87·00	84·85	89·00	91·35	89·85	86·00	84·50	83·85	84·40	84·50	87·50
26	88·50	86·75	84·75	89·35	91·15	89·75	86·00	84·50	83·85	84·50	84·50	87·15
27	88·50	86·75	84·60	89·40	91·00	89·75	85·65	84·50	83·85	84·40	84·60	87·50
28	88·35	86·65	85·25	89·50	90·90	89·65	85·65	84·50	83·85	84·40	84·60	87·50
29	88·25		85·65	89·35	90·75	89·50	85·40	84·50	83·75	84·50	84·65	87·35
30	89·00		86·00	89·35	90·65	89·40	85·35	84·50	83·85	84·50	84·65	87·00
31	88·75		86·00		90·60		86·00	84·50		84·60		87·00

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1907.

TABLE No. 322.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	87·35	87·00	84·35	90·60	89·65	91·65	89·75	87·15	85·35	86·60	86·40	86·85
2	87·50	86·50	84·35	90·65	90·25	91·50	89·65	87·15	85·15	86·60	86·35	86·85
3	87·85	86·15	84·35	90·50	90·85	91·50	89·65	87·25	85·25	86·50	86·35	86·85
4	87·25	85·50	84·35	89·90	90·85	91·40	89·65	87·15	85·45	86·60	86·15	86·90
5	87·85	85·50	84·35	89·50	90·50	91·45	89·50	87·25	85·35	86·50	86·35	86·65
6	87·65	85·00	84·50	89·15	90·60	91·50	89·45	87·25	85·50	86·40	86·50	86·85
7	87·85	85·15	84·50	88·90	90·60	91·60	89·35	87·25	85·35	86·35	87·00	86·85
8	87·85	85·15	84·15	88·50	90·60	91·50	89·25	87·15	85·25	86·35	87·40	86·85
9	87·35	85·00	84·15	88·15	90·25	91·35	89·25	87·00	85·15	86·15	87·60	86·65
10	87·65	84·85	84·00	88·00	90·25	91·45	89·15	86·75	85·25	86·00	88·40	86·50
11	87·65	84·50	84·00	87·85	90·15	91·35	89·00	86·75	85·25	85·90	88·65	87·00
12	87·15	84·15	84·15	87·50	90·00	91·35	88·75	86·60	85·35	85·90	88·65	87·25
13	87·85	84·85	84·15	87·50	90·15	91·45	88·60	86·50	85·45	86·10	88·60	87·50
14	87·65	84·85	84·15	88·00	90·10	91·25	88·50	86·35	85·50	86·25	88·40	88·50
15	87·35	84·85	84·35	88·15	90·10	91·25	88·50	86·35	85·50	86·35	88·25	89·85
16	87·35	84·65	84·35	88·15	90·15	91·15	88·25	86·25	85·50	86·50	88·15	89·65
17	87·35	84·65	84·50	88·15	90·50	91·15	88·25	86·25	85·60	86·65	87·90	88·85
18	87·85	84·50	84·15	88·15	90·65	90·85	88·15	86·15	85·65	86·85	87·75	88·50
19	87·65	84·35	84·15	88·10	91·25	90·75	88·00	86·10	87·75	86·85	87·60	89·00
20	87·65	84·50	84·15	88·10	91·50	90·60	87·85	86·00	87·90	86·75	87·15	89·15
21	87·35	84·50	84·15	87·15	91·65	90·35	87·65	86·00	86·00	86·75	87·25	89·15
22	87·35	84·50	84·15	87·60	92·00	90·25	87·65	85·90	86·00	86·65	87·25	89·85
23	87·85	84·50	84·50	87·60	92·10	90·15	87·65	85·85	86·15	86·65	87·25	89·65
24	87·85	84·35	84·50	87·60	92·15	90·10	87·60	85·65	86·25	86·65	87·15	89·85
25	87·85	84·35	84·25	87·65	92·50	89·90	87·60	85·60	86·35	86·60	87·15	89·85
26	87·65	84·35	85·50	87·65	92·45	89·75	87·35	85·60	86·40	86·60	87·15	89·90
27	87·35	84·50	85·25	87·75	91·85	89·75	87·50	85·60	86·35	86·40	87·15	90·00
28	87·35	84·50	86·50	87·75	91·75	89·65	87·35	85·50	86·35	86·40	87·10	90·15
29	87·35		87·15	87·75	92·00	89·65	87·35	85·50	86·35	86·60	87·00	90·15
30	87·50		88·50	87·25	91·90	89·60	87·35	85·50	86·50	86·60	87·00	90·00
31	87·50		89·35		91·75		87·15	85·40		86·40		90·50

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1908.

TABLE No. 323.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	89·00	89·50	87·35	87·90	92·85	93·90	88·60	85·85	83·90	82·85	83·50	85·25
2	88·15	89·65	87·50	88·00	93·50	93·75	88·40	85·75	83·90	82·85	83·60	85·40
3	87·00	88·00	87·65	87·90	93·85	93·65	88·25	85·60	83·85	82·85	83·65	85·50
4	87·50	88·00	87·00	87·75	94·15	93·65	88·00	85·60	83·75	82·85	83·60	85·85
5	87·50	87·85	87·00	87·60	94·50	93·60	87·85	85·50	83·65	82·85	83·50	85·65
6	87·85	87·85	87·15	87·90	94·15	93·60	87·85	85·40	83·60	82·75	83·40	85·00
7	87·85	88·00	87·35	87·90	93·85	93·60	87·85	85·25	83·50	82·75	83·35	84·35
8	88·85	88·50	87·50	88·15	94·50	93·50	87·75	85·15	83·50	82·75	83·35	84·50
9	88·50	89·85	87·50	88·85	95·25	93·50	87·65	85·15	83·40	82·65	83·35	85·00
10	88·50	90·65	87·40	88·85	95·50	93·35	87·60	85·15	83·40	82·65	83·35	85·25
11	88·75	90·85	87·40	89·25	95·65	93·15	87·50	85·15	83·40	82·65	83·35	85·85
12	87·00	90·00	86·00	89·85	95·85	92·90	87·50	85·15	83·35	82·60	83·35	86·00
13	89·25	90·65	86·15	90·00	96·00	92·50	87·40	85·10	83·35	82·50	83·35	86·25
14	89·40	90·35	86·35	90·15	96·10	91·85	87·35	85·00	83·35	82·50	83·35	86·50
15	89·85	90·50	86·50	90·15	95·35	91·50	87·25	84·85	83·35	82·50	83·35	86·50
16	89·40	90·50	86·35	90·15	95·35	91·25	87·15	84·75	83·35	82·50	83·40	86·50
17	89·00	89·15	86·35	89·85	95·50	91·00	87·10	84·85	83·15	82·50	83·40	86·40
18	89·00	89·00	86·15	89·75	95·50	90·85	86·85	84·85	83·15	82·40	83·35	86·50
19	89·15	88·50	87·00	89·60	95·35	90·40	86·75	84·75	83·15	82·40	83·40	86·35
20	89·15	88·50	87·25	89·50	95·15	90·50	86·75	84·75	83·10	82·40	83·65	86·00
21	89·75	88·15	87·25	89·35	94·90	90·35	86·75	84·60	83·00	82·40	84·10	85·00
22	90·00	88·15	87·35	89·15	94·90	90·10	86·65	84·40	83·00	82·40	84·00	86·50
23	90·50	88·15	86·85	89·00	94·85	89·85	86·60	84·40	83·00	82·40	84·00	86·00
24	90·75	88·00	86·85	88·85	94·85	89·65	86·50	84·35	82·90	82·35	84·00	85·85
25	89·60	87·90	86·85	88·75	94·65	89·50	86·35	84·35	82·90	82·25	84·00	85·85
26	88·50	87·90	86·85	88·85	94·60	89·35	86·15	84·40	82·90	82·15	84·25	86·50
27	89·10	87·85	86·75	89·35	94·60	89·15	86·10	84·40	82·90	82·35	84·35	86·00
28	89·50	87·85	87·00	90·50	94·50	89·10	85·00	84·35	82·90	82·65	84·65	86·50
29	89·50	87·85	87·50	91·25	94·40	88·90	85·00	84·15	82·90	82·90	84·85	87·00
30	89·00	....	87·65	91·50	94·15	88·75	85·00	84·10	82·85	82·90	84·85	87·15
31	89·00	....	87·85	....	94·00	.....	85·90	84·00	.....	82·85	.....	87·00

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1909.

TABLE No. 324.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	87·00	87·00	86·50	86·35	92·00	96·50	89·40	89·25	86·40	86·75	86·15	86·65
2	87·15	86·50	86·65	86·50	92·65	96·00	89·15	89·25	86·50	86·75	86·15	86·65
3	87·15	86·50	86·65	87·00	92·85	95·75	89·85	89·00	86·40	86·65	86·15	86·75
4	87·50	86·50	86·35	87·15	92·85	95·50	88·85	88·85	86·35	86·60	86·25	86·75
5	88·50	86·60	86·35	87·50	92·50	95·00	88·65	88·75	86·35	86·65	86·15	86·75
6	88·50	86·85	86·15	87·65	92·35	94·75	88·65	88·50	86·35	86·65	86·15	86·75
7	88·85	86·00	86·15	88·85	92·25	94·50	88·50	88·25	86·40	86·60	86·10	86·65
8	89·00	86·00	86·00	90·00	92·25	94·00	88·50	88·15	86·50	86·60	86·10	86·65
9	90·50	86·00	85·85	91·15	92·15	93·65	88·40	87·85	86·50	86·60	86·10	86·65
10	90·60	85·85	86·00	91·00	92·50	93·50	88·35	87·65	86·40	86·50	86·00	86·60
11	90·15	85·85	86·00	90·50	93·00	93·00	88·25	87·50	86·40	86·50	86·00	86·60
12	90·00	85·85	85·85	90·50	94·00	92·85	88·10	87·40	86·40	86·50	86·00	86·60
13	89·85	85·85	85·75	90·25	94·50	92·50	88·10	87·35	86·40	86·50	86·10	86·50
14	89·65	85·75	85·75	90·50	95·00	92·25	87·85	87·35	86·50	86·40	86·10	86·50
15	89·50	85·50	85·85	91·50	94·85	91·65	87·85	87·25	86·60	86·40	86·10	86·50
16	89·50	85·65	85·85	91·65	94·85	91·50	87·75	87·15	86·60	86·35	86·10	86·50
17	89·35	85·65	85·85	91·65	95·50	91·35	87·65	87·10	86·60	86·35	86·00	86·40
18	89·35	86·00	85·85	91·50	95·85	91·00	87·50	87·25	86·60	86·35	86·10	86·50
19	89·15	86·50	85·85	91·50	95·90	90·85	87·50	87·25	86·60	86·25	86·15	87·00
20	88·50	86·85	85·75	92·00	96·00	90·65	87·50	87·15	86·60	86·25	86·25	87·50
21	86·85	86·90	85·60	91·75	96·35	90·60	87·60	87·15	86·50	86·15	86·25	87·65
22	86·85	87·00	85·50	92·25	96·40	90·60	87·65	87·10	86·60	86·10	86·25	87·00
23	86·90	86·50	85·35	92·50	96·50	90·50	87·60	87·00	86·60	86·00	86·35	86·85
24	86·65	86·35	85·15	92·25	96·50	90·40	87·65	87·00	86·65	86·00	86·35	86·50
25	86·65	87·00	85·15	91·85	96·40	90·35	87·85	86·90	86·60	86·10	86·40	86·50
26	86·50	86·90	85·15	91·85	96·35	90·25	88·00	86·90	86·65	86·15	86·50	87·00
27	86·50	86·50	85·15	91·65	96·40	90·10	88·15	86·85	86·75	86·25	86·50	87·00
28	86·65	86·50	85·25	91·75	96·50	90·00	88·40	86·75	86·85	86·25	86·60	87·35
29	86·65		87·35	91·75	96·60	89·75	88·65	86·65	86·85	86·25	86·60	87·35
30	86·85	..	85·60	91·75	96·65	89·60	88·90	86·60	86·85	86·35	86·65	87·00
31	86·85	..	86·00	....	96·50	.....	89·15	.	.....	86·25	.	87·85

ELEVATIONS of Ottawa River, at head of Carillon Canal, Carillon, Que., during 1910.

TABLE No. 325.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	87·50	86·50	86·15	88·85								
2	87·35	86·15	86·15	89·15								
3	87·35	86·60	86·15	89·35								
4	87·50	86·40	86·00	89·50								
5	87·65	86·35	86·00	89·60								
6	88·50	87·00	86·00	89·90								
7	89·85	87·50	86·00	90·10								
8	87·85	87·50	86·50	90·25								
9	87·85	86·15	86·65	90·50								
10	87·90	86·50	86·65	90·65								
11	87·85	86·85	87·00	90·75								
12	88·65	86·85	87·00	90·60								
13	87·50	87·00	86·85	90·50								
14	88·50	86·50	86·85	90·35								
15	89·00	86·50	86·85	90·15								
16	89·50	86·50	86·85	90·00								
17	89·50	86·15	86·50	90·15								
18	89·40	86·00	86·35	90·25								
19	87·35	86·00	86·00	90·35								
20	87·50	86·00	86·15	90·25								
21	87·35	85·85	86·35	90·25								
22	87·25	85·85	86·50	90·15								
23	87·00	85·90	87·00	90·25								
24	86·85	86·15	87·25	90·35								
25	86·85	86·00	87·50	90·35								
26	86·50	85·85	88·00	90·50								
27	86·85	86·00	88·15	90·85								
28	86·85	86·00	88·25	91·15								
29	86·85		88·35	91·25								
30	87·00		88·35	91·35								
31	87·00		88·40									

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1871.

TABLE No. 326.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·95	71·35	71·45	73·35	77·70	76·20	73·55	71·55	70·30	69·20	70·30	70·20
2	70·95	71·35	71·35	73·35	78·20	76·05	73·35	71·45	70·30	69·10	70·30	70·20
3	70·95	71·35	71·35	73·70	78·35	76·05	73·35	71·45	70·10	69·15	70·30	70·20
4	70·95	71·35	71·35	73·85	78·55	75·80	73·20	71·35	70·10	69·20	70·30	70·10
5	71·05	71·35	71·35	73·85	78·85	75·70	73·05	71·35	70·05	69·20	70·30	70·10
6	71·05	71·45	71·35	73·85	79·05	75·70	72·95	71·30	69·85	69·30	70·20	70·10
7	71·05	71·55	71·45	73·95	79·05	75·55	72·85	71·30	69·80	69·45	70·20	70·10
8	71·20	71·55	71·60	73·95	78·85	75·55	72·70	71·30	69·70	69·30	70·20	70·05
9	71·20	71·55	71·70	74·05	79·20	75·45	72·70	71·30	69·85	69·30	70·20	69·95
10	71·20	71·55	72·20	74·20	79·20	75·30	72·70	71·20	69·85	69·20	70·30	69·95
11	71·20	71·45	72·35	74·20	70·10	75·20	72·60	71·20	69·80	69·20	70·30	69·85
12	71·20	71·35	73·20	74·30	79·10	75·20	72·60	71·10	69·70	69·20	70·20	69·85
13	71·30	71·35	73·35	74·35	79·10	74·95	72·55	71·05	69·60	69·30	70·20	69·70
14	71·35	71·35	74·05	74·55	78·80	74·95	72·15	70·95	69·60	69·30	70·35	69·70
15	71·35	71·35	74·20	74·70	78·60	74·95	72·20	70·95	69·60	69·60	70·80	69·70
16	71·35	71·35	74·20	74·70	78·55	74·70	72·20	70·85	69·55	69·55	70·70	69·70
17	71·35	71·20	74·20	74·70	78·35	74·70	72·10	70·85	69·35	69·70	70·70	69·70
18	71·35	71·20	74·35	74·80	78·30	74·70	72·10	70·80	69·45	69·80	70·70	69·70
19	71·30	71·20	74·55	75·05	77·80	74·70	72·05	70·70	69·45	69·80	70·70	69·70
20	71·30	71·20	74·70	75·20	77·55	74·70	72·05	70·70	69·35	69·70	70·70	69·70
21	71·30	71·20	74·70	75·35	77·55	74·35	71·95	70·70	69·35	69·60	70·55	69·70
22	71·10	71·20	74·10	75·60	77·45	71·35	71·85	70·70	69·35	69·70	70·55	69·70
23	71·10	71·20	74·10	75·70	77·30	74·20	71·85	70·70	69·30	69·85	70·55	69·70
24	71·10	71·45	74·10	75·95	77·05	74·20	71·85	70·60	69·30	69·95	70·55	69·70
25	71·10	71·45	74·10	76·30	76·80	73·85	71·80	70·55	69·30	70·10	70·55	69·70
26	71·10	71·45	73·85	76·55	76·70	73·85	71·80	70·55	69·30	70·05	70·15	69·70
27	71·20	71·45	73·85	76·80	76·70	73·80	71·70	70·55	69·20	70·10	70·35	69·70
28	71·30	71·45	73·85	76·95	76·70	73·70	71·70	70·45	69·20	70·10	70·20	69·70
29	71·30		73·80	77·20	76·60	73·70	71·70	70·35	69·15	70·20	70·20	69·70
30	71·30		73·70	77·35	76·35	73·70	71·70	70·35	69·10	70·20	70·20	69·70
31	71·30		73·35		76·20		71·55	70·35		70·20		69·70

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1872.

TABLE No. 327.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·95	70·20	70·20	70·20	74·85	76·70	73·30	71·60	70·45	71·95	72·55	71·30
2	69·95	70·20	70·20	70·30	75·20	76·55	73·30	71·70	70·45	71·70	72·60	71·35
3	69·95	70·20	70·35	70·35	75·45	76·60	73·20	71·60	70·45	71·70	72·55	71·30
4	70·10	70·20	70·35	70·35	75·45	76·70	73·10	71·60	70·45	71·60	72·45	71·35
5	70·20	70·30	70·35	70·35	75·45	76·80	73·05	71·70	70·45	71·80	72·35	71·30
6	70·20	70·35	70·35	70·45	75·80	76·80	72·95	71·55	70·60	71·80	72·45	71·35
7	70·20	70·35	70·45	70·45	76·05	76·80	72·85	71·45	70·60	71·95	72·30	71·30
8	70·20	70·35	70·55	70·55	76·30	76·70	72·85	71·35	70·80	72·55	72·10	71·30
9	70·20	70·30	70·55	70·55	76·55	76·70	72·95	71·35	70·95	72 60	71·95	71·30
10	70·35	70·20	70·45	70·55	76·60	76·60	72·70	71·20	70·95	72·60	71·95	71·30
11	70·35	70·20	70·30	71·35	76·95	76·45	72·60	71·20	70·85	72·45	72·05	71·30
12	70·15	70·20	70·35	72·20	77·10	76·20	72·55	71·10	70·85	72·45	71·95	71·30
13	70·15	70·20	70·45	72·70	77·45	76·20	72·45	71·05	70·80	72·45	71·95	71·30
14	70·45	70·20	70·45	73·30	77·80	76·05	72·35	71·05	70·70	72·35	72·05	71·45
15	70·35	70·20	70·45	72·70	77·85	75·95	72·30	70·85	70·85	72·30	71·95	71·35
16	70·35	70·20	70·45	73·05	78·05	75·70	72·55	70·95	70·85	72·35	72·05	71·35
17	70·35	70·30	70·45	73·10	78·20	75·60	72·30	70·85	70·95	72·55	71·80	71·35
18	70·35	70·30	70·45	73·05	77·85	75·60	72·30	70·80	70·10	72·45	71·70	71·35
19	70·35	70·30	70·45	73·20	78·20	75·45	72·30	70·70	70·55	72·45	71·85	71·55
20	70·35	70·30	70·45	73·20	78·10	75·10	72·30	70·80	70·55	72·55	71·70	71·55
21	70·30	70·30	70·55	73·30	77·80	74·85	72·20	70·70	71·85	72·70	71·80	71·55
22	70·20	70·35	70·55	73·55	77·70	74·70	71·85	71·05	71·95	72·70	71·60	71·55
23	70·20	70·30	70·55	73·55	77·70	74·55	71·85	71·10	72·05	72·60	71·60	71·55
24	70·20	70·20	70·55	73·70	77·70	74·55	71·80	70·95	72·05	72·55	71·55	71·55
25	70·20	70·20	70·55	73·70	77·55	73·95	71·80	70·95	72·20	72·60	71·55	71·55
26	70·20	70·20	70·45	73·85	77·35	73·95	71·85	70·80	72·05	72·60	71·45	71·60
27	70·20	70·30	70·30	74·05	77·20	73·95	71·70	70·70	71·95	72·60	71·55	71·60
28	70·20	70·35	70·30	74·55	77·10	73·80	71·80	70·80	71·95	72·60	71·45	71·70
29	70·20	70·45	70·30	74·55	77·05	73·60	71·80	70·60	72·10	72·55	71·35	71·70
30	70·20		70·05	74·70	76·95	73·35	71·85	70·60	71·95	72·60	71·30	71·80
31	70·20		70·05		76·80		71·70	70·55		72·60		71·85

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1873.

TABLE No. 328.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·85	73·05	72·60	72·55	76·05	79·80	74·30	72·30	70·70	70·85	73·05	72·15
2	71·60	72·95	72·45	72·45	76·20	79·70	74·10	72·30	70·60	70·95	73·10	72·35
3	71·55	72·95	72·20	72·55	76·15	79·55	74·05	72·30	70·60	71·20	72·95	72·20
4	71·60	73·05	72·10	72·80	76·95	79·20	74·05	72·30	70·70	71·15	72·95	72·30
5	71·60	73·05	72·05	73·05	77·20	79·10	74·05	72·20	70·60	71·80	72·85	72·35
6	71·60	72·85	72·05	73·35	77·30	78·80	73·95	72·10	70·70	72·20	72·85	72·15
7	71·60	72·60	72·05	73·60	77·35	78·15	73·95	72·05	70·60	72·15	72·85	72·80
8	71·70	72·35	72·05	73·95	77·45	78·30	73·85	71·95	70·60	72·15	72·95	72·95
9	71·70	72·45	71·85	74·20	77·60	78·60	73·80	71·95	70·55	72·55	72·70	72·70
10	71·60	72·45	71·80	74·55	77·85	77·80	73·70	71·95	70·60	72·70	72·80	72·55
11	71·70	72·60	71·70	75·20	77·95	77·70	73·60	71·95	70·60	72·70	72·70	72·55
12	71·70	73·05	71·80	75·70	78·10	77·45	73·55	72·05	70·45	72·55	72·45	72·35
13	71·70	73·10	71·70	76·10	78·30	77·20	73·35	71·95	70·45	72·45	72·60	72·30
14	71·70	73·10	71·60	76·55	78·60	76·95	72·30	71·85	70·35	72·30	72·55	72·45
15	71·85	73·20	71·55	77·60	79·05	76·80	73·10	71·80	70·45	72·35	72·60	72·55
16	72·05	72·95	71·60	78·10	79·55	76·60	73·10	71·70	70·45	72·20	72·60	72·55
17	71·95	73·05	71·55	78·05	79·70	76·55	73·10	71·55	70·20	72·30	72·70	72·35
18	72·05	73·05	71·70	77·85	79·80	76·35	73·05	71·55	70·30	72·30	72·80	72·20
19	72·10	72·85	71·70	77·55	79·85	76·05	72·95	71·45	70·45	72·30	72·70	72·05
20	72·30	72·60	71·60	77·30	79·85	75·60	72·80	71·45	70·30	72·45	72·55	72·20
21	72·20	72·45	71·70	76·80	79·85	75·35	72·70	71·35	70·35	72·80	72·45	72·55
22	71·45	72·60	71·70	76·70	79·70	75·35	72·60	71·30	70·45	72·80	72·35	72·60
23	72·35	72·70	71·60	76·55	79·60	75·35	72·55	71·10	70·55	72·60	72·10	72·45
24	72·35	72·80	71·60	76·35	79·55	75·10	72·45	71·10	70·55	72·60	72·20	72·30
25	72·60	72·85	71·70	76·20	79·60	74·95	72·45	71·10	70·80	72·55	72·10	72·10
26	72·55	73·05	71·70	76·10	79·70	74·80	72·45	71·05	70·70	72·60	72·10	71·95
27	72·55	72·95	71·85	76·20	79·70	74·55	72·35	71·05	70·80	72·70	72·20	72·30
28	72·60	72·85	71·95	76·05	79·85	70·55	72·35	70·95	70·70	72·05	72·05	72·55
29	72·70		71·85	76·05	80·05	74·45	72·35	70·95	70·80	73·05	72·30	72·30
30	72·85		72·05	76·05	80·05	74·35	72·35	70·95	70·85	73·10	72·30	72·35
31	72·95		72·20		79·80		72·30	70·85		73·20		72·35

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1874.

TABLE No. 329.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	72·60	73·60	72·70	72·80	72·60	78·55	76·45	72·35	70·30	69·60	69·70	70·05
2	72·35	73·60	72·55	72·70	72·55	78·55	76·20	72·30	70·35	69·70	69·70	70·10
3	72·30	73·85	72·30	72·60	72·45	78·55	76·05	72·20	70·30	69·70	69·60	70·05
4	72·05	73·70	72·55	72·45	72·35	78·35	75·95	72·05	70·30	69·70	69·70	70·10
5	72·10	73·60	72·70	72·30	72·55	78·30	75·85	72·10	70·20	69·70	69·60	69·95
6	72·20	73·95	73·10	72·30	72·70	78·20	75·60	72·05	70·20	69·80	69·55	70·05
7	72·35	73·85	73·30	72·10	72·85	78·10	75·45	72·05	70·10	69·85	69·55	70·10
8	72·60	73·80	73·45	71·95	72·95	78·05	75·30	72·05	70·10	69·85	69·85	70·10
9	72·70	73·70	73·55	71·95	73·20	77·95	75·30	71·85	70·10	69·85	69·95	70·05
10	72·80	73·60	73·55	71·95	73·45	77·85	75·05	71·80	70·05	69·85	69·85	69·95
11	72·95	73·35	73·60	71·80	73·70	77·70	74·85	71·70	70·05	69·85	70·05	70·10
12	72·95	73·30	73·55	71·70	74·05	77·55	74·80	71·60	69·95	69·85	69·95	70·05
13	73·05	73·10	73·80	71·70	74·20	77·60	74·70	71·60	69·85	69·85	69·95	69·95
14	73·05	73·05	73·95	71·80	74·60	77·70	74·55	71·45	69·85	69·80	69·85	70·05
15	73·20	72·95	73·80	72·05	75·20	77·60	74·20	71·35	69·85	69·80	69·85	70·10
16	73·35	72·85	73·60	72·35	75·55	77·55	74·10	71·30	69·85	69·80	69·95	70·05
17	73·55	73·05	73·35	73·30	75·85	77·55	73·95	71·30	69·85	69·70	70·10	70·20
18	73·55	73·30	73·10	72·95	76·20	77·45	73·70	71·10	69·80	69·70	70·05	70·30
19	73·35	73·30	72·95	73·05	76·55	77·60	73·70	71·10	69·85	69·60	69·95	70·35
20	73·20	73·20	73·35	73·10	76·85	77·60	73·70	70·95	69·85	69·70	69·85	70·45
21	73·05	73·30	73·85	73·10	77·30	77·60	73·55	70·80	69·80	69·80	69·95	70·55
22	73·05	73·10	74·05	73·20	77·55	77·70	73·45	70·70	69·80	69·85	69·95	70·35
23	73·10	73·20	74·30	73·30	78·05	77·80	73·35	70·80	69·70	69·80	70·05	70·45
24	73·10	73·30	74·45	73·35	78·35	77·70	73·20	70·80	69·70	69·70	70·05	70·55
25	73·35	73·10	74·30	73·45	78·60	77·70	73·05	70·80	69·80	69·70	69·95	70·60
26	73·60	73·10	74·20	73·30	78·45	77·55	72·85	70·70	69·70	69·70	70·05	70·45
27	73·70	72·95	73·70	73·35	78·45	77·70	72·80	70·70	69·80	69·70	70·10	70·30
28	73·80	72·95	73·55	73·20	78·35	77·30	72·80	70·70	69·70	69·80	70·05	70·45
29	73·60	....	73·30	73·05	78·45	76·95	72·70	70·70	69·70	69·70	69·95	70·55
30	73·60	....	73·10	72·95	78·45	76·60	72·60	70·45	69·60	69·60	70·05	70·70
31	73·70	....	73·95	....	78·45	.....	72·35	70·55	.....	69·70	.....	70·70

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1875.

TABLE No. 330.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·70	70·60	72·60	.....	73·10	78·10	73·10	71·70	....	70·55	71·35	71·60
2	70·80	70·55	72·70	.....	73·35	77·85	73·05	71·70	....	70·45	71·30	71·70
3	70·80	70·30	72·70	.....	73·55	77·70	72·95	71·70	....	70·55	71·35	71·55
4	70·70	70·30	72·80	.....	73·70	77·35	72·85	71·55	.....	70·60	71·35	71·35
5	70·85	70·35	72·85	.....	74·05	77·05	72·80	71·55	.....	70·60	71·45	71·35
6	70·70	70·30	72·80	.....	74·30	76·70	72·70	71·60	.....	70·60	71·45	71·45
7	70·55	70·55	72·70	.....	74·55	76·45	72·70	71·45	.....	70·70	71·60	71·35
8	70·45	70·70	72·70	.....	74·60	76·30	72·60	71·45	....	70·80	71·60	71·30
9	70·55	70·95	72·70	.....	75·05	76·20	72·55	71·35	.....	70·85	71·70	71·30
10	70·60	71·30	72·60	.....	75·35	76·05	72·45	71·35	.....	70·85	71·70	71·30
11	70·55	71·70	72·10	.....	75·70	75·80	72·30	71·35	.....	70·95	71·60	71·30
12	70·60	72·05	71·85	.....	76·40	75·60	72·30	71·30	.....	70·95	71·60	71·20
13	70·55	72·20	71·70	.....	77·05	75·20	72·20	71·35	.....	71·05	71·55	71·20
14	70·45	72·45	71·80	.....	77·70	74·95	72·10	71·30	.....	71·10	71·80	71·30
15	70·55	72·70	71·55	.....	78·35	74·70	72·10	71·35	.....	71·20	71·60	71·35
16	70·60	72·80	71·55	.....	78·95	74·60	72·05	71·45	.....	71·20	71·55	71·30
17	70·70	72·70	71·55	.....	79·35	74·55	71·95	71·70	.....	71·10	71·30	71·20
18	70·60	72·85	71·70	.....	79·95	74·35	71·85	71·85	.....	71·20	71·95	71·35
19	70·85	72·85	71·55	.....	80·05	74·20	71·80	71·95	.....	71·30	71·80	71·35
20	70·95	72·85	71·70	.....	80·05	74·05	71·85	72·05	.....	71·20	71·60	71·45
21	70·85	72·85	71·80	.....	80·05	74·05	71·80	71·95	.....	71·30	71·45	71·45
22	70·80	72·80	71·70	.....	79·95	73·85	71·85	71·80	.....	71·30	71·35	71·45
23	70·85	72·85	71·60	.....	79·80	73·70	71·95	71·80	.....	71·20	71·45	71·35
24	70·95	72·70	71·60	.....	79·70	73·60	71·80	71·70	.....	71·30	71·35	71·30
25	70·85	72·70	71·60	.....	79·45	73·55	71·70	71·70	.....	71·35	71·35	71·30
26	70·70	72·70	71·45	.....	79·30	73·45	71·85	71·80	.....	71·35	71·30	71·20
27	70·95	72·55	71·35	.....	79·20	73·30	71·95	71·80	.....	71·30	71·30	71·30
28	70·80	72·55	71·35	.....	78·95	73·30	72·05	71·70	.....	71·30	71·30	71·30
29	70·85	....	71·30	.....	78·70	73·30	71·95	71·60	.....	71·45	71·35	71·30
30	70·95	....	71·20	.....	78·55	73·20	71·85	71·55	.....	71·60	71·45	71·30
31	70·80	....	71·20	.....	78·30	.....	71·80	71·55	.....	71·35	.....	71·30

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1876.

TABLE No. 331.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·30	72·55	74·45	73·20	78·10	81·20	76·20	72·45	70·35	..	70·85	71·45
2	71·30	72·70	74·20	73·05	78·20	80·85	76·05	72·35	70·45	..	70·95	71·45
3	71·20	72·95	73·95	72·95	78·30	80·60	75·60	72·30	70·30	..	70·85	71·45
4	71·35	73·05	73·55	72·95	78·35	80·45	75·45	72·20	70·20	..	70·95	71·35
5	71·45	72·85	73·45	72·85	78·60	80·20	75·35	72·30	70·20	..	70·95	71·30
6	71·60	72·85	73·20	72·95	78·80	79·95	75·35	72·05	70·20	..	71·10	71·30
7	71·70	72·80	73·05	73·05	79·45	79·55	75·30	72·05	70·20	..	71·20	71·20
8	71·80	72·80	73·35	72·95	80·05	79·20	75·35	71·85	70·20	..	71·20	71·20
9	72·05	72·80	73·80	72·95	80·35	78·85	75·35	71·80	70·20	..	71·35	71·30
10	72·30	72·70	74·10	72·95	80·85	78·70	75·35	71·70	70·20	..	71·45	71·35
11	72·55	72·70	74·45	72·85	81·30	78·60	75·30	71·60	70·10	..	71·55	71·30
12	72·70	72·70	74·55	72·85	81·95	78·30	75·05	71·55	70·05	..	71·55	71·20
13	72·85	72·60	74·55	73·20	82·20	78·05	74·85	71·55	70·05	..	71·60	71·20
14	72·95	72·60	74·45	73·70	82·70	78·05	74·85	71·45	70·05	..	71·60	71·30
15	73·05	72·85	74·55	74·35	83·05	78·05	74·70	71·55	70·05	..	71·80	71·30
16	72·85	73·20	74·45	75·60	83·20	78·10	74·45	71·45	70·05	..	71·80	71·30
17	72·70	73·35	74·55	75·95	83·20	78·10	74·30	71·30	70·05	..	71·80	71·35
18	72·60	73·55	74·45	76·35	83·30	78·20	74·10	71·30	70·05	...	71·80	71·15
19	72·70	73·70	74·45	76·55	83·10	78·20	73·85	71·10	70·05	...	71·80	71·55
20	72·85	73·70	74·55	76·55	82·95	78·20	73·70	71·10	70·05	.....	71·80	71·60
21	72·95	73·70	74·60	76·70	82·70	78·10	73·45	70·95	69·95	...	71·80	71·70
22	73·05	73·80	74·60	77·05	82·60	78·10	73·30	70·85	69·85	.....	71·80	71·80
23	73·10	74·10	74·55	77·15	82·55	77·95	73·10	70·95	69·85	....	71·70	71·70
24	73·10	74·35	74·45	77·70	82·35	77·70	73·05	70·85	69·80	.....	71·70	71·70
25	72·95	74·60	74·20	78·45	82·30	77·55	72·95	70·80	69·80	.....	71·70	71·70
26	72·85	74·70	73·95	77·85	82·10	77·35	72·95	70·60	69·80		71·60	71·60
27	72·85	74·60	73·85	78·05	82·05	77·35	72·70	70·70	69·60	....	71·60	71·70
28	72·80	74·45	73·85	78·05	81·80	77·05	72·70	70·55	69·60	....	71·55	71·85
29	72·70	74·70	73·80	77·80	81·60	76·70	72·60	70·55	69·60	.....	71·35	71·95
30	72·70	..	73·60	77·95	81·45	76·45	72·60	70·55	69·60	....	71·45	72·10
31	72·60	..	73·35	..	81·35	....	72·55	70·55		....	.....	72·10

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1877.

TABLE No. 332.

Day of the Month	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	72·05	71·95	70·30	71·05	74·60	73·35	71·85	71·20	70·15	69·60	70·70	72·30
2	71·95	71·80	70·20	71·30	74·55	73·30	71·70	71·10	70·35	69·70	70·80	72·35
3	72·05	71·70	70·20	71·60	74·45	73·20	71·85	71·10	70·30	69·80	70·55	72·45
4	72·20	71·55	70·30	71·85	74·55	73·05	71·95	71·05	70·30	69·85	70·60	72·55
5	72·30	71·30	70·20	72·10	74·45	73·10	71·95	71·05	70·20	69·70	70·70	72·55
6	72·35	71·10	70·20	72·30	74·45	72·85	71·95	70·95	70·30	69·80	70·70	72·55
7	72·35	71·05	70·20	72·35	74·55	72·80	72·05	70·85	70·30	69·80	70·85	72·55
8	72·45	71·05	70·30	72·45	74·45	72·70	71·95	70·85	70·30	69·85	70·95	72·60
9	72·45	70·95	70·45	72·55	74·45	72·70	71·85	70·95	70·30	69·95	71·05	72·55
10	72·45	71·05	70·55	72·70	74·20	72·60	71·95	70·85	70·30	69·95	71·05	72·55
11	72·45	70·95	70·45	72·80	73·95	72·60	71·85	70·95	70·20	69·95	71·20	72·55
12	72·35	71·05	70·45	72·85	73·80	72·55	71·80	70·95	70·20	70·05	71·20	72·55
13	72·30	70·95	70·45	72·80	73·70	72·45	71·80	70·80	70·20	70·10	71·30	72·60
14	72·35	71·10	70·35	72·70	73·55	72·30	71·70	70·80	70·10	70·20	71·20	72·60
15	72·30	70·95	70·45	72·60	73·45	72·20	71·80	70·70	70·10	70·20	71·20	72·55
16	72·30	70·95	70·45	72·55	73·45	72·30	71·70	70·80	70·05	70·30	71·20	72·60
17	72·55	71·05	70·55	72·45	73·55	72·20	71·70	70·80	69·95	70·35	71·30	72·45
18	72·55	71·10	70·45	72·60	73·45	72·10	71·80	70·80	69·85	70·35	71·30	72·35
19	72·45	71·20	70·45	72·70	73·35	72·10	71·70	70·85	69·85	70·45	71·35	72·30
20	72·30	71·30	70·55	72·85	73·35	72·10	71·60	70·85	69·70	70·45	71·35	72·30
21	72·30	71·10	70·55	73·10	73·45	72·10	71·55	70·95	69·70	70·55	71·45	72·20
22	72·20	70·95	70·35	73·55	73·55	72·05	71·55	70·85	69·60	70·55	71·45	72·20
23	72·10	71·05	70·35	73·70	73·55	72·05	71·45	70·80	69·60	70·55	71·60	72·05
24	72·05	70·70	70·35	73·85	73·45	72·10	71·35	70·70	69·60	70·60	71·80	72·10
25	72·10	70·70	70·45	74·10	73·55	72·05	71·30	70·70	69·60	70·70	71·95	72·05
26	72·30	70·30	70·35	74·30	73·60	72·05	71·55	70·55	69·60	70·70	72·05	72·05
27	72·55	70·30	70·45	74·35	73·60	72·10	71·10	70·55	69·60	70·70	72·20	71·85
28	72·55	70·30	70·55	74·55	73·60	72·10	71·10	70·45	69·60	70·70	72·20	71·80
29	72·30	..	70·70	74·60	73·55	72·05	71·20	70·45	69·60	70·55	72·30	71·80
30	72·10	.....	70·70	74·70	73·45	72·05	71·30	70·45	69·60	70·70	72·30	71·80
31	72·10	..	70·85	.. ..	73·45	..	71·30	70·45	..	70·70	..	71·70

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1878.

TABLE No. 333.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	71·70	72·20	70·55	71·30	73·70	74·10	72·20	71·20	70·70	71·70	74·55	73·85
2....	71·70	72·45	70·55	71·20	73·85	74·10	72·30	71·10	70·80	71·70	74·55	73·80
3....	71·70	72·30	70·45	71·30	74·05	74·10	72·30	71·10	70·70	71·60	74·45	73·95
4....	71·60	71·95	70·45	71·30	74·10	74·10	72·35	71·05	70·55	71·60	74·30	74·05
5....	71·60	70·45	70·55	71·35	74·10	74·10	72·30	71·05	70·55	71·69	74·05	73·95
6....	71·55	70·10	70·55	71·35	74·30	73·95	72·20	71·05	70·45	71·70	73·95	74·10
7....	71·60	69·95	70·45	71·60	74·35	73·80	72·20	70·95	70·35	71·60	73·85	74·30
8....	71·70	69·85	70·45	71·60	74·45	73·55	72·10	70·95	70·35	71·55	73·80	74·30
9....	71·60	69·80	70·60	71·60	74·45	73·45	72·05	71·05	70·30	71·60	73·70	74·45
10....	71·55	69·95	70·95	71·70	74·55	73·35	72·05	71·05	70·30	71·60	73·70	74·95
11....	71·60	69·85	71·20	72·05	74·55	73·20	71·95	71·05	70·30	71·55	73·70	75·20
12....	71·55	69·70	71·55	72·20	74·60	73·10	71·95	71·10	70·20	71·55	73·70	74·35
13....	71·55	69·95	71·55	72·55	74·55	73·05	71·85	71·10	70·10	71·55	73·60	74·55
14....	71·45	69·85	71·55	72·70	74·60	72·95	71·80	71·20	70·10	71·55	73·55	75·60
15....	71·45	69·85	71·55	72·95	74·55	72·85	71·80	71·20	70·10	71·70	73·55	75·60
16....	71·55	69·95	71·60	73·05	74·55	72·70	71·70	71·20	70·05	71·95	73·55	75·60
17....	71·55	69·85	71·55	73·20	74·45	72·70	71·60	71·10	70·05	72·10	73·55	75·55
18....	71·60	69·95	71·45	73·30	74·45	72·70	71·60	71·20	70·05	72·20	73·45	75·45
19....	71·70	69·95	71·45	73·30	74·35	72·55	71·55	71·30	70·30	72·30	73·35	75·45
20....	71·70	69·85	71·35	73·30	74·35	72·35	71·45	71·20	70·55	72·45	73·30	75·30
21....	71·60	70·05	71·35	73·30	74·30	72·20	71·35	71·30	71·05	72·70	73·20	75·10
22....	71·55	69·95	71·35	73·20	74·30	72·10	71·30	71·30	71·05	72·85	73·30	74·95
23....	71·45	69·95	71·30	73·30	74·10	72·10	71·30	71·20	71·30	72·95	73·35	75·05
24....	71·60	69·95	71·30	73·30	74·10	72·05	71·20	71·10	71·55	73·05	73·45	75·05
25....	71·70	69·95	71·20	73·30	74·05	72·05	71·20	71·05	71·55	73·10	73·55	75·10
26....	71·60	69·95	71·20	73·35	73·95	72·05	71·30	71·05	71·60	73·30	73·60	74·95
27....	71·55	69·95	71·30	73·35	73·95	71·95	71·20	70·95	71·60	73·45	73·85	74·85
28....	71·70	69·95	71·20	73·35	73·85	71·95	71·20	70·85	71·70	73·60	73·85	74·85
29....	71·70	..	71·30	73·55	73·80	71·95	71·20	70·85	70·70	74·05	73·95	74·80
30....	71·60	..	71·35	73·60	73·80	71·95	71·20	70·80	71·80	74·30	73·95	74·60
31....	71·55	..	71·35	.....	73·70	.....	71·20	70·70	.....	74·55	.....	74·55

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1879.

TABLE No. 334.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	74·35	74·45	74·05	71·95	75·95	77·55	73·35	72·70	70·80	70·85	69·80	70·55
2....	74·20	74·35	73·95	72·10	76·20	77·30	73·55	72·60	70·85	70·85	69·80	70·60
3....	74·20	74·30	74·05	72·20	76·45	77·10	73·05	72·45	70·80	70·80	69·85	70·70
4....	74·20	74·10	73·85	72·35	76·85	76·85	72·95	72·35	70·70	70·80	69·85	70·80
5....	74·30	74·05	73·80	72·30	77·20	76·70	72·95	72·30	70·70	70·70	69·85	70·85
6....	74·35	74·05	73·70	72·10	77·70	76·60	72·85	72·10	70·80	70·70	69·85	71·05
7....	74·30	73·85	73·70	72·30	77·95	76·35	72·80	71·95	70·70	70·60	69·80	71·10
8....	74·20	73·85	73·60	72·45	78·05	76·10	72·70	71·85	70·70	70·55	69·85	71·20
9....	74·10	73·80	73·55	72·60	78·20	75·95	72·80	71·80	70·80	70·55	69·85	71·30
10....	74·20	73·85	73·45	72·70	78·20	75·70	72·70	71·70	70·80	70·45	69·95	71·45
11....	74·05	73·80	73·35	72·85	78·35	75·55	72·60	71·60	70·80	70·35	69·95	71·55
12....	74·10	73·85	73·20	72·95	78·45	75·35	72·70	71·55	70·80	70·35	70·05	71·70
13....	73·95	73·95	73·05	73·05	78·55	75·30	72·70	71·35	70·70	70·35	70·05	71·85
14....	73·85	74·05	72·85	73·10	78·60	75·10	72·70	71·30	70·80	70·35	69·95	71·95
15....	74·10	74·10	72·80	73·30	78·60	74·95	72·80	71·30	70·85	70·30	70·05	72·05
16....	74·30	74·05	72·80	73·35	78·70	74·85	72·80	71·35	70·85	70·30	70·10	72·05
17....	74·55	74·10	72·85	73·70	79·20	74·80	72·80	71·35	70·95	70·20	70·10	72·10
18....	74·45	74·05	72·95	74·10	79·45	74·70	72·80	71·30	70·95	70·20	70·20	72·10
19....	74·35	74·20	72·85	74·45	79·95	74·70	72·80	71·30	70·95	70·20	70·20	72·20
20....	74·45	73·80	72·70	74·60	80·05	74·55	72·70	71·20	70·95	70·20	70·30	72·20
21....	74·35	74·10	72·60	74·30	80·10	74·45	72·70	71·10	71·05	70·10	70·35	72·30
22....	74·60	74·05	72·45	74·20	80·10	74·35	72·70	71·05	71·05	70·10	70·35	72·30
23....	74·70	74·05	72·30	74·35	80·05	74·30	72·60	71·05	71·05	70·05	70·45	72·20
24....	74·60	74·10	72·05	74·60	79·80	74·20	72·70	70·95	70·95	70·05	70·35	72·10
25....	74·55	74·10	71·85	75·05	79·55	74·10	72·80	71·05	70·95	70·05	70·45	72·20
26....	74·45	74·20	71·70	75·30	79·30	74·05	72·70	71·05	71·05	70·10	70·35	72·30
27....	74·35	74·10	71·70	75·45	79·05	73·95	72·70	71·05	70·95	70·05	70·35	72·30
28....	74·45	74·20	71·60	75·55	78·60	73·85	72·80	70·95	70·95	69·95	70·35	72·30
29....	74·55	..	71·60	75·60	78·20	73·70	72·70	70·85	70·85	70·05	70·35	72·30
30....	74·55	..	71·70	75·70	77·95	73·55	72·70	70·85	70·85	69·95	70·45	72·10
31....	74·35	.....	71·80	..	77·70	..	72·70	70·85	.....	69·85		72·10

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1880.

TABLE No. 335.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1		72·10	72·20	71·70	76·70	78·35	74·15	72·35	70·80	70·20	71·35	72·60
2		72·10	72·30	72·05	76·70	78·30	74·35	72·35	70·80	70·20	71·35	72·70
3		72·05	72·15	72·35	76·80	78·10	74·30	72·45	70·85	70·30	71·15	72·70
4		72·05	72·15	72·70	76·85	77·85	74·20	72·35	70·80	70·35	71·55	72·60
5		72·10	72·55	72·35	76·85	77·60	74·05	72·30	70·80	70·45	71·70	72·55
6		72·20	72·60	73·30	76·95	77·55	73·85	72·20	70·70	70·55	71·85	72·15
7		72·30	72·60	74·85	77·05	77·45	73·70	72·10	70·80	70·70	71·70	72·45
8		72·35	72·60	74·80	77·30	77·35	73·60	71·95	70·80	70·80	71·55	72·30
9		72·45	72·70	74·70	77·60	77·35	73·55	71·85	70·80	70·85	71·70	72·35
10		72·45	72·70	74·70	77·95	77·20	73·45	71·85	70·80	71·05	72·20	72·55
11		72·35	72·70	71·60	78·10	77·05	73·30	71·70	70·85	70·80	72·60	72·45
12		72·30	72·60	74·55	78·30	76·95	73·10	71·60	70·80	70·85	73·05	72·35
13		72·35	72·55	74·45	78·55	76·95	73·05	71·55	70·85	70·95	73·35	72·30
14		72·35	72·55	74·60	78·85	76·85	72·95	71·45	70·85	71·05	73·70	72·30
15		72·30	72·45	74·85	79·05	76·85	72·85	71·35	70·80	71·05	73·85	72·35
16		72·20	72·35	74·95	79·20	76·80	72·80	71·35	70·70	71·05	73·85	72·30
17		72·05	72·30	75·05	79·30	76·70	72·60	71·30	70·60	71·05	73·85	72·20
18		72·05	72·20	75·10	79·55	76·55	72·60	71·30	70·55	71·10	73·85	72·20
19		71·95	72·10	75·10	79·45	76·30	72·60	71·20	70·45	71·10	73·80	72·10
20		71·95	72·05	75·20	79·35	76·10	72·60	71·20	70·35	71·20	73·70	72·10
21		72·05	72·05	75·05	79·30	75·85	72·55	71·20	70·35	71·30	73·60	72·20
22		72·05	71·95	75·55	79·20	75·60	72·55	71·20	70·35	71·35	73·85	72·20
23		72·10	71·95	75·55	79·10	75·55	72·15	71·20	70·30	71·30	74·10	72·10
24		72·20	71·85	75·70	79·05	75·35	72·15	71·20	70·30	71·05	73·70	72·10
25		72·30	71·85	75·80	78·95	75·30	72·35	71·10	70·20	71·10	73·70	72·10
26		72·30	71·80	76·05	78·85	75·05	72·15	71·05	70·30	71·30	73·55	72·05
27		72·20	71·70	76·30	78·80	74·85	72·35	71·05	70·20	71·20	73·20	72·05
28		72·10	71·70	76·45	78·70	74·80	72·35	71·05	70·20	71·30	72·95	72·30
29		72·05	71·60	76·55	78·70	74·70	72·35	71·05	70·30	71·35	72·80	72·60
30			71·45	76·60	78·70	74·55	72·35	70·95	70·20	71·35	72·60	72·70
31			71·35		78·55		72·30	70·85		71·30		72·85

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1881.

TABLE No. 336.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	72·85	72·85	72·20	71·55	73·80	75·85	72·10	70·95	69·60		70·05	70·35
2	73·05	72·85	72·20	71·55	74·20	75·70	72·10	70·85	69·60		70·10	70·35
3	73·10	72·95	72·10	71·45	74·60	75·60	72·05	70·85	69·60		69·95	70·45
4	73·05	72·85	72·10	71·35	75·05	75·45	72·05	70·80	69·60		69·95	70·15
5	72·85	72·70	72·05	71·35	75·20	75·30	71·95	70·80	69·55		69·95	70·55
6	72·60	72·70	72·05	71·35	75·20	75·10	71·85	70·80	69·55		70·05	70·55
7	72·55	72·60	71·85	71·35	75·35	74·95	71·80	70·70	69·55		70·10	70·60
8	72·45	72·55	71·60	71·30	75·35	74·80	71·80	70·70	69·15		70·10	70·55
9	72·45	72·15	71·55	71·30	75·55	74·70	71·70	70·70	69·15		70·10	70·45
10	72·15	72·15	71·55	71·20	75·60	74·55	71·60	70·60	69·35		70·20	70·35
11	72·35	72·35	71·45	71·20	75·70	74·35	71·60	70·55	69·35		70·20	70·35
12	72·35	72·30	71·35	71·30	75·70	74·30	71·55	70·45	69·35		70·30	70·30
13	72·30	72·30	71·30	71·30	75·80	74·20	71·45	70·35	69·35		70·30	70·30
14	72·30	72·35	71·30	71·30	75·95	73·85	71·35	70·35	69·30		70·30	70·30
15	72·35	72·35	71·35	71·20	76·20	73·70	71·30	70·30	69·30		70·30	70·35
16	72·45	72·30	71·35	71·20	76·35	73·45	71·20	70·20	69·20		70·35	70·45
17	72·30	72·30	71·35	71·20	76·60	73·35	71·10	70·20	69·20		70·35	70·55
18	72·35	72·20	71·45	71·20	77·10	73·30	71·05	70·10	69·20		70·35	70·60
19	72·45	72·10	71·60	71·30	77·10	73·20	70·95	70·05	69·10		70·45	70·60
20	72·55	72·10	71·70	71·35	77·30	73·10	70·95	70·05	69·10		70·60	70·55
21	72·45	72·05	72·20	71·35	77·35	73·05	71·05	69·95	69·10		70·70	70·55
22	72·35	72·05	72·60	71·35	77·30	72·85	71·05	69·95	69·05		70·55	70·55
23	72·30	72·10	73·05	71·45	77·20	72·60	70·95	69·85	68·05		70·55	70·45
24	72·20	72·20	73·30	71·55	77·05	72·55	70·85	69·85	68·95		70·55	70·45
25	72·30	72·30	73·05	71·55	76·85	72·30	70·85	69·80	68·95		70·55	70·55
26	72·30	72·35	72·85	71·70	76·80	72·20	70·85	69·80	68·85		70·55	70·55
27	72·35	72·35	72·60	72·10	76·60	72·10	70·95	69·80	68·85		70·45	70·55
28	72·35	72·30	72·35	72·45	76·55	72·10	70·95	69·80	68·85		70·45	70·60
29	72·35		72·05	72·95	76·35	72·10	70·95	69·80	68·85		70·45	70·60
30	72·55		71·80	73·20	76·20	72·20	70·95	69·70	68·85		70·35	70·85
31	72·70		71·55		76·05		70·95	69·60				70·95

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1882.

TABLE No. 337.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·05	71·05	70·80	71·60	74·20	77·30	75·55	72·95	72·30	72·35	71·10	71·55
2	71·10	70·95	70·95	71·85	74·10	77·55	75·45	72·80	72·30	72·35	71·20	71·45
3	71·10	70·85	71·05	71·95	74·30	77·55	75·30	72·70	72·20	72·30	71·20	71·45
4	71·05	70·95	71·35	72·10	74·30	77·45	75·20	72·60	72·20	72·20	71·20	71·55
5	71·05	70·85	71·85	72·20	74·35	77·45	75·15	72·55	72·05	72·05	71·30	71·55
6	70·95	70·85	72·20	72·35	74·45	77·55	75·15	72·45	71·95	71·95	71·30	71·45
7	70·95	70·80	72·45	72·55	74·55	77·45	75·05	72·35	71·85	71·85	71·30	71·45
8	70·85	70·80	72·10	72·60	74·55	77·45	74·95	72·30	71·85	71·80	71·20	71·35
9	70·80	70·80	72·05	72·80	74·60	77·30	74·80	72·20	71·85	71·70	71·20	71·45
10	70·70	70·70	71·80	73·05	74·70	77·10	74·70	72·10	71·85	71·55	71·20	71·35
11	70·70	70·60	71·80	73·20	74·85	77·05	74·60	72·10	71·85	71·45	71·20	71·30
12	70·55	70·55	71·70	73·10	75·05	76·95	74·55	72·05	71·80	71·35	71·20	71·30
13	70·55	70·45	71·55	72·85	75·35	76·80	74·45	72·05	71·80	71·30	71·30	71·35
14	70·55	70·35	71·45	72·70	75·45	76·70	74·35	71·95	71·70	71·30	71·45	71·30
15	70·60	70·30	71·35	72·70	75·60	76·45	74·20	71·95	71·70	71·20	71·55	71·20
16	70·70	70·35	71·30	72·60	75·85	76·30	74·05	72·05	71·60	71·20	71·55	71·30
17	70·80	70·45	71·20	72·70	75·85	76·30	73·85	72·20	71·60	71·20	71·60	71·35
18	70·85	70·55	71·10	72·80	75·85	76·20	73·80	71·30	71·70	71·10	71·60	71·45
19	70·95	70·60	71·10	73·10	76·05	76·10	73·70	72·45	71·80	71·20	71·70	71·45
20	70·95	70·70	71·05	73·35	76·05	76·20	73·55	72·50	71·85	71·10	71·85	71·35
21	70·85	70·70	70·95	73·85	76·10	76·30	73·45	72·60	71·85	71·10	72·05	71·30
22	70·80	70·80	70·95	74·05	76·10	76·30	73·30	71·80	71·80	71·10	72·10	71·20
23	70·70	70·85	71·05	74·20	76·35	76·20	73·10	72·70	71·85	71·10	72·10	71·10
24	70·80	70·95	71·05	74·20	76·60	76·30	73·05	72·70	72·05	71·10	72·20	71·10
25	70·70	71·05	71·10	74·20	76·60	76·20	73·05	72·60	72·05	71·10	72·05	71·10
26	70·60	70·95	71·20	74·20	76·70	76·10	72·95	72·55	72·10	71·10	71·95	71·10
27	70·70	70·80	71·20	74·20	77·05	76·10	73·05	72·45	72·10	71·10	71·85	71·05
28	70·80	70·70	71·30	74·20	77·20	76·05	73·05	72·45	72·30	71·05	71·80	70·95
29	70·80	...	71·30	74·20	77·45	75·85	72·95	72·45	72·35	71·05	71·70	70·85
30	70·80	...	71·35	74·20	77·55	75·60	73·05	72·35	72·45	71·05	71·60	70·85
31	70·80	...	71·55	...	77·55	...	73·10	72·30	...	71·05	...	70·70

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1883.

TABLE No. 338.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·70	71·20	71·35	70·95	74·05	76·35	75·80	73·45	71·30	70·95	71·45	72·95
2	70·80	71·30	71·30	70·95	73·95	76·55	75·70	73·30	71·20	71·05	71·45	73·10
3	70·95	71·30	71·20	70·85	73·85	76·45	76·05	73·20	71·10	70·95	71·35	73·30
4	71·05	71·35	71·35	70·80	73·60	76·35	76·10	73·05	71·10	70·95	71·35	73·45
5	71·10	71·35	71·45	70·70	73·60	76·30	76·10	72·95	71·05	71·05	71·35	73·55
6	71·20	71·45	71·45	70·70	73·70	76·30	76·20	72·85	71·05	71·05	71·35	73·70
7	71·20	71·35	71·55	70·70	73·85	76·20	76·10	72·80	70·95	71·10	71·45	73·55
8	71·20	71·30	71·55	70·70	74·05	76·10	75·95	72·80	71·05	70·95	71·55	73·45
9	71·20	71·35	71·60	71·35	74·20	75·95	75·80	72·80	70·95	70·95	71·60	73·35
10	71·05	71·45	71·60	71·70	74·30	75·95	75·70	72·80	70·95	71·05	71·85	73·30
11	71·05	71·45	71·60	72·45	74·45	75·85	75·45	72·70	70·85	71·10	72·05	73·20
12	71·05	71·35	71·70	73·20	74·70	75·80	75·30	72·60	70·95	71·20	72·20	73·10
13	71·05	71·30	71·60	74·20	74·85	75·80	75·10	72·45	71·05	71·30	72·20	73·05
14	71·10	71·35	71·70	75·10	75·05	75·80	74·95	72·45	71·05	71·30	72·35	73·05
15	71·20	71·35	71·70	75·60	75·20	75·80	74·85	72·30	71·10	71·30	72·45	73·05
16	71·30	71·35	71·60	76·10	75·35	75·80	74·80	72·20	71·10	71·35	72·45	72·95
17	71·30	71·30	71·60	75·70	75·30	75·80	74·70	72·20	71·20	71·35	72·55	72·95
18	71·20	71·20	71·55	75·35	75·10	75·85	74·85	72·10	71·10	71·35	72·45	72·85
19	71·10	71·10	71·55	75·10	75·10	76·05	74·95	72·10	71·10	71·45	72·15	72·80
20	71·10	71·10	71·60	74·95	75·10	76·10	74·95	72·05	71·05	71·55	72·45	72·70
21	71·10	71·20	71·60	74·60	75·20	76·10	75·05	71·95	71·10	71·60	72·35	72·95
22	71·35	71·30	71·55	74·60	75·55	76·05	74·95	71·95	71·05	71·70	72·45	73·10
23	71·60	71·30	71·45	74·35	75·60	75·95	74·80	71·85	71·10	71·70	72·55	73·20
24	71·85	71·35	71·35	74·30	75·70	75·85	74·60	71·80	71·05	71·70	72·60	73·20
25	71·70	71·35	71·45	74·30	75·85	75·85	74·45	71·70	70·95	71·60	72·60	73·10
26	71·60	71·30	71·45	74·30	76·05	75·85	74·30	71·70	70·95	71·55	72·70	72·95
27	71·45	71·35	71·35	74·20	76·20	75·80	74·20	71·60	70·95	71·55	72·80	73·05
28	71·35	71·45	71·30	74·20	76·10	75·80	73·95	71·55	70·95	71·45	72·80	73·10
29	71·35	...	71·20	74·10	76·10	75·80	73·95	71·55	70·95	71·45	72·70	73·05
30	71·20		71·10	74·05	76·10	75·70	73·80	71·35	70·95	71·35	72·70	72·95
31	71·20		71·05	...	76·05	...	73·60	71·30	...	71·35	...	72·95

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1884.

TABLE No. 339.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	73·05	73·30	73·20	76·05	76·10	76·35	72·70	71·70	70·70	70·60	72·45	71·85
2	73·20	73·20	73·35	75·85	76·20	76·20	72·60	71·85	70·70	70·55	72·30	71·85
3	73·30	73·10	73·55	75·60	76·30	76·10	72·60	71·95	70·60	70·60	72·20	71·80
4	73·35	73·10	73·60	75·35	76·45	75·85	72·55	72·05	70·55	70·60	72·30	71·85
5	73·45	73·05	73·60	75·20	76·60	75·70	72·45	72·05	70·45	70·60	72·20	71·95
6	73·55	73·05	73·55	75·10	76·85	75·45	72·35	72·05	70·55	70·70	72·20	72·10
7	73·55	72·95	73·45	74·85	77·10	75·30	72·30	71·95	70·55	70·70	72·30	72·30
8	73·55	73·05	73·35	74·70	77·30	75·05	72·20	71·95	70·60	70·70	72·20	72·30
9	73·60	72·95	73·30	74·45	77·55	74·95	72·10	71·95	70·55	70·60	72·20	72·55
10	73·60	72·95	73·20	74·70	77·55	74·85	72·05	71·95	70·45	70·70	72·20	72·60
11	73·55	72·80	73·05	74·80	77·60	74·70	72·05	71·95	70·45	70·70	72·10	72·70
12	73·45	72·70	72·95	74·95	77·70	74·55	71·95	71·85	70·45	70·70	72·10	72·85
13	73·45	72·70	72·85	75·20	77·70	74·35	71·85	71·85	70·35	70·70	72·05	72·95
14	73·55	72·70	72·85	75·10	77·80	74·30	71·80	71·80	70·35	70·70	72·05	73·10
15	73·55	72·60	72·80	74·95	77·80	74·10	71·80	71·80	70·35	70·70	71·95	73·35
16	73·35	72·55	72·80	74·95	77·85	74·10	71·80	71·70	70·35	70·70	71·95	73·55
17	73·35	72·55	72·70	75·05	77·95	74·10	71·60	71·55	70·35	70·80	71·85	73·70
18	73·30	72·45	72·70	75·05	77·85	74·05	71·60	71·35	70·30	70·80	71·85	73·95
19	73·20	72·35	72·60	75·05	77·80	73·95	71·60	71·30	70·30	70·85	71·85	74·20
20	73·20	72·35	72·55	75·10	77·70	73·85	71·55	71·20	70·30	70·95	71·85	74·20
21	73·30	72·45	72·55	75·20	77·60	73·70	71·45	71·10	70·20	70·95	71·80	74·35
22	73·20	72·55	72·55	75·30	77·60	73·60	71·35	71·05	70·20	70·95	71·80	74·45
23	73·20	72·55	72·45	75·45	77·55	73·55	71·35	70·95	70·30	71·20	71·70	74·45
24	73·10	72·60	72·60	75·55	77·35	73·45	71·45	70·95	70·20	71·35	71·85	74·45
25	73·10	72·60	73·20	75·60	77·30	73·35	71·35	70·85	70·20	71·55	71·95	74·55
26	73·20	72·60	73·35	75·70	77·20	73·30	71·35	70·85	70·30	71·60	72·05	74·55
27	73·10	72·85	73·70	75·80	77·20	73·20	71·45	70·80	70·35	71·85	71·95	74·55
28	73·20	73·05	71·55	75·85	77·05	73·10	71·55	70·80	70·35	72·05	71·85	74·60
29	73·20	73·10	75·55	75·85	76·95	73·05	71·55	70·80	70·35	72·10	71·85	74·35
30	73·30		76·10	75·95	76·70	72·85	71·55	70·80	70·45	72·20	71·85	74·10
31	73·20		76·20		76·55		71·55	70·80		72·35		74·80

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1885.

TABLE No. 340.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	73·80		74·35	72·30	79·30	77·45	74·95	73·05	71·30	70·80	71·10	71·70
2	73·85		74·30	72·30	78·70	77·35	74·95	72·95	71·20	70·80	71·10	71·80
3	73·95		74·20	72·35	77·95	77·20	74·85	72·85	71·20	70·80	71·20	71·80
4	74·05		74·10	72·45	78·60	77·10	74·80	72·80	71·10	70·70	71·20	71·85
5	74·05		73·85	72·45	77·35	77·05	74·70	72·70	71·10	70·70	71·30	71·85
6	73·70		73·70	72·45	76·95	76·95	74·60	72·55	71·10	70·70	71·30	71·95
7	73·55		73·70	72·35	77·05	76·70	74·60	72·45	71·05	70·70	71·35	72·05
8	73·30		73·55	72·30	77·05	76·70	74·55	72·45	71·05	70·60	71·45	72·20
9	73·20		73·30	72·30	77·10	76·55	74·45	72·35	70·95	70·60	71·55	72·20
10	73·20		73·10	72·30	77·45	76·35	74·30	72·35	70·95	70·55	71·55	72·10
11	73·30		72·95	72·35	77·60	76·20	74·30	72·45	70·85	70·55	71·60	72·05
12	73·30		72·70	72·45	77·85	76·10	74·30	72·35	70·85	70·70	71·70	71·95
13	73·35		72·70	72·55	77·95	76·05	74·20	72·30	70·80	70·70	71·70	71·80
14	73·30		72·60	72·60	78·10	75·70	74·20	72·20	70·80	70·60	71·85	71·70
15	73·30		72·60	72·60	78·10	75·55	74·20	72·20	70·85	70·55	71·85	71·60
16	73·35		72·55	73·10	78·10	75·35	74·10	72·10	70·85	70·55	72·05	71·60
17	73·35		72·55	73·55	78·10	75·20	74·05	72·05	70·70	70·60	72·10	71·55
18	73·30		72·45	74·05	78·10	75·10	74·05	72·05	70·80	70·55	72·10	71·55
19	73·20		72·45	74·70	78·20	75·10	73·95	71·95	70·85	70·60	72·30	71·45
20	73·30		72·35	75·70	78·20	75·20	73·85	71·85	70·85	70·60	72·35	71·35
21	73·35		72·35	76·70	78·20	75·20	73·85	71·85	70·85	70·95	72·45	71·30
22	73·45		72·35	77·45	78·20	75·05	73·80	71·80	70·85	71·10	72·45	71·30
23	73·15		72·45	78·35	78·20	75·10	73·70	71·70	70·70	71·20	72·35	71·30
24	73·35		72·35	79·05	78·30	75·20	73·55	71·70	70·70	71·10	72·35	71·30
25	73·55		72·30	79·80	78·20	75·10	73·45	71·55	70·70	71·10	72·30	71·30
26	73·60		72·20	81·05	78·05	75·10	73·35	71·55	70·60	71·10	72·20	71·20
27	73·55		72·20	80·30	77·95	75·05	73·35	71·45	70·80	71·20	72·05	71·20
28	73·60		72·20	80·05	77·85	75·05	73·35	71·15	70·80	71·10	71·95	71·10
29	73·60		72·20	79·80	77·70	75·05	73·30	71·35	70·85	71·20	71·85	71·10
30	73·60		72·20	79·60	77·60	75·10	73·20	71·30	70·85	71·10	71·70	71·10
31	73·55		72·20		77·60		73·20	71·30		71·10		71·10

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1886.

TABLE No. 341.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	71·05	73·80	75·05	72·30	79·60	74·85	73·45	72·30	70·85	70·95	71·60	71·70
2....	71·05	73·85	75·35	72·10	79·45	74·70	73·45	72·20	70·85	70·95	71·55	71·80
3....	71·10	73·85	75·35	72·05	79·35	74·60	73·35	72·20	70·85	71·05	71·55	71·85
4....	71·30	73·85	75·60	72·05	79·20	74·55	73·35	72·10	70·95	71·05	71·45	71·70
5....	72·05	73·85	76·05	72·20	79·05	74·35	73·30	72·10	71·05	71·10	71·35	71·60
6....	72·20	73·95	76·20	72·35	78·80	74·30	73·30	72·05	70·95	71·10	71·35	71·55
7....	72·60	74·10	75·85	72·55	78·60	74·20	73·20	72·05	71·05	71·10	71·35	71·45
8....	73·10	74·05	75·70	72·60	78·45	74·20	73·10	71·95	71·05	71·20	71·30	71·45
9....	73·55	74·05	75·70	72·70	78·35	74·20	73·10	71·95	71·05	71·20	71·20	71·35
10....	73·80	73·85	75·35	72·70	78·20	74·10	73·05	71·85	70·95	71·20	71·20	71·35
11....	74·30	73·85	75·05	73·35	78·05	74·20	72·95	71·85	70·95	71·20	71·20	71·35
12....	74·20	73·80	74·70	73·85	77·80	74·20	72·85	71·80	70·95	71·30	71·20	71·35
13....	74·30	73·70	73·70	74·85	77·60	74·20	72·80	71·70	71·05	71·30	71·20	71·30
14....	74·30	73·70	73·35	75·95	77·45	74·10	72·55	71·70	70·95	71·20	71·10	71·30
15....	74·30	73·60	73·35	76·70	77·30	74·10	72·45	71·60	70·95	71·20	71·10	71·20
16....	74·10	73·55	73·20	77·15	77·20	74·05	72·45	71·60	70·95	71·20	71·10	71·20
17....	74·05	73·45	73·10	78·20	77·05	74·10	72·45	71·55	70·85	71·30	71·20	71·20
18....	74·20	73·35	73·05	78·80	76·95	74·10	72·55	71·55	70·85	71·30	71·20	71·30
19....	74·35	73·35	72·70	78·45	76·80	74·05	72·45	71·45	70·80	71·20	71·30	71·30
20....	74·45	73·30	72·60	78·60	76·60	74·05	72·45	71·35	70·80	71·10	71·30	71·20
21....	74·45	73·45	72·55	78·60	76·35	73·95	72·45	71·30	70·85	71·10	71·35	71·20
22....	74·55	73·70	72·55	79·05	76·20	73·85	72·45	71·30	70·85	71·30	71·45	71·20
23....	74·55	73·80	72·45	79·35	76·05	73·80	72·45	71·20	70·85	71·35	71·45	71·10
24....	74·35	74·05	72·45	79·60	75·95	73·80	72·55	71·20	70·85	71·35	71·45	71·10
25....	74·35	74·20	72·55	79·80	75·85	73·80	72·45	71·20	70·95	71·45	71·35	71·10
26....	74·05	74·20	72·45	79·70	75·70	73·70	72·45	71·20	70·95	71·55	71·35	71·05
27....	73·85	74·60	72·30	79·60	75·60	73·70	72·45	71·05	70·95	71·60	71·35	71·10
28....	73·85	74·85	72·30	79·60	75·55	73·60	72·35	71·05	70·95	71·60	71·45	71·10
29....	73·85	.	72·35	79·60	75·35	73·55	72·35	71·05	70·95	71·70	71·55	71·20
30....	73·80		72·35	79·60	75·20	73·55	72·35	70·95	70·95	71·70	71·55	71·20
31....	73·80		72·35	.	75·05		72·35	70·85	.	71·80	.	71·30

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1887.

TABLE No. 342.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	71·35	73·30	74·10		77·95	76·45	72·60	71·35	69·95	69·10	69·20	69·55
2....	71·45	73·30	74·05		78·30	76·35	72·55	71·35	69·95	69·10	69·20	69·60
3....	71·60	73·35	73·85		78·45	76·10	72·45	71·45	69·85	69·10	69·20	69·60
4....	71·70	73·55	73·80		78·60	76·05	72·35	71·45	69·80	69·10	69·20	69·70
5....	71·85	73·60	73·70		78·85	75·85	72·30	71·45	69·70	69·10	69·20	69·80
6....	72·05	73·70	73·70		79·20	75·70	72·30	71·55	69·70	69·10	69·20	69·85
7....	72·05	74·05	73·60		79·60	75·60	72·30	71·55	69·70	69·10	69·20	69·85
8....	72·05	74·05	73·60		79·70	75·55	72·20	71·55	69·70	69·10	69·20	69·95
9....	72·30	74·30	73·60		80·05	75·35	72·20	71·55	69·70	69·10	69·20	69·95
10....	72·35	74·45	73·55		80·20	75·20	72·20	71·45	69·70	69·10	69·20	70·05
11....	72·45	74·45	73·55		80·45	75·20	72·20	71·45	69·70	69·10	69·20	70·10
12....	72·55	74·60	73·30		80·45	75·05	72·20	71·30	69·60	69·10	69·20	70·20
13....	72·55	74·60	73·10		80·55	74·85	72·10	71·10	69·55	69·10	69·20	70·20
14....	72·60	74·60	72·95		80·35	74·70	72·10	70·95	69·55	69·10	69·20	70·20
15....	72·70	74·60	72·85		80·30	74·55	72·05	70·80	69·55	69·10	69·20	70·30
16....	72·85	74·45	72·70		80·10	74·30	72·05	70·70	69·55	69·10	69·10	70·30
17....	72·70	74·30	72·70		79·95	74·20	71·95	70·60	69·45	69·10	69·10	70·35
18....	73·05	74·10	72·70		79·70	74·05	71·95	70·55	69·45	69·10	69·20	70·35
19....	73·30	74·10	72·60		79·45	73·85	71·85	70·45	69·35	69·10	69·30	70·35
20....	73·20	74·10	72·55		79·20	73·70	71·80	70·35	69·35	69·10	69·30	70·35
21....	73·10	74·05	72·45		78·85	73·70	71·80	70·35	69·35	69·10	69·35	70·45
22....	73·10	74·10	72·45		78·55	73·70	71·70	70·45	69·35	69·10	69·35	70·35
23....	73·20	74·20	72·35		78·20	73·55	71·70	70·35	69·35	69·05	69·15	70·45
24....	73·30	74·30	72·30		77·85	73·35	71·60	70·30	69·30	69·05	69·45	70·45
25....	73·35	74·20	72·30		77·60	73·30	71·60	70·30	69·30	69·05	69·45	70·55
26....	73·35	74·20	72·30		77·45	73·20	71·60	70·30	69·30	69·05	69·15	70·55
27....	73·30	74·20	72·35		77·20	73·10	71·55	70·20	69·30	69·05	69·15	70·55
28....	73·30	74·30	72·30		76·95	73·05	71·55	70·20	69·20	69·10	69·45	70·15
29....	73·20	.	72·30		76·70	72·85	71·45	70·10	69·20	69·10	69·55	70·55
30....	73·10		72·35		76·70	72·70	71·45	70·10	69·10	69·20	69·55	70·60
31....	73·10		72·35		76·70		71·35	70·05	.	69·30	.	70·60

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1888.

TABLE No. 343.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·60	72·45	71·85	71·35	74·05	77·95	75·70	71·85	70·20	70·55	69·70	71·70
2	70·70	72·45	71·85	71·45	74·35	77·80	75·55	71·80	70·35	70·55	70·05	71·55
3	70·70	72·35	71·70	71·55	74·55	77·70	75·35	71·70	70·55	70·60	70·20	71·35
4	70·70	72·35	71·70	71·60	74·70	77·55	75·20	71·60	70·70	70·55	70·45	71·10
5	70·80	72·30	71·60	71·70	74·95	77·45	74·95	71·55	70·85	70·55	70·60	70·85
6	70·80	72·30	71·60	71·85	75·10	77·30	74·80	71·45	70·85	70·55	70·85	70·60
7	70·80	72·20	71·45	72·30	75·30	77·30	74·55	71·45	70·70	70·45	71·20	70·60
8	70·80	72·30	71·45	72·60	75·20	77·20	74·20	71·35	70·70	70·35	71·55	70·95
9	70·85	72·35	71·35	73·05	75·20	77·05	73·95	71·35	70·80	70·30	71·85	71·10
10	70·95	72·60	71·30	73·20	75·55	76·95	73·80	71·30	70·80	70·20	72·35	71·35
11	70·95	72·60	71·30	73·30	75·85	76·80	73·45	71·30	70·70	70·10	72·60	71·45
12	71·05	72·60	71·20	73·20	76·35	76·60	73·30	71·20	70·60	70·20	72·95	71·45
13	71·05	72·85	71·20	73·20	76·70	76·55	73·20	71·10	70·60	70·20	72·85	71·70
14	71·30	73·05	71·10	73·10	77·70	76·60	73·10	71·05	70·55	70·10	72·80	71·85
15	71·45	73·20	91·05	73·10	78·20	76·70	73·10	71·05	70·55	70·10	72·70	71·95
16	71·60	73·30	71·10	73·05	78·20	76·85	73·05	71·05	70·60	70·05	72·60	72·10
17	71·60	73·10	71·20	72·85	78·55	76·95	73·05	71·05	70·55	70·05	72·55	71·85
18	71·80	72·95	71·30	72·70	79·05	76·95	72·85	70·95	70·45	70·05	72·35	71·80
19	72·05	72·95	71·30	73·10	79·55	77·05	72·70	70·80	70·45	70·05	72·30	71·70
20	72·30	72·80	71·20	73·35	79·70	77·05	72·60	70·70	70·45	69·95	72·20	71·60
21	72·30	72·60	71·30	73·55	79·70	76·85	72·55	70·60	70·55	70·05	72·10	71·55
22	72·20	72·45	71·45	73·10	79·35	76·80	72·45	70·55	70·60	69·95	72·05	71·35
23	72·20	72·55	71·45	73·05	79·35	76·70	72·35	70·45	70·70	69·85	71·95	71·30
24	72·20	72·30	71·70	72·85	79·30	76·45	72·30	70·35	70·80	69·80	71·95	71·55
25	72·10	72·30	71·70	72·70	79·30	76·30	72·20	70·30	70·80	69·80	71·85	71·55
26	72·10	72·10	71·55	73·35	79·10	76·20	72·20	70·20	70·70	69·70	71·85	70·70
27	72·10	72·05	71·45	73·35	78·95	76·20	72·10	70·05	70·70	69·70	71·80	71·80
28	72·20	71·95	71·30	73·55	78·70	76·10	72·10	69·95	70·60	69·80	71·80	72·05
29	72·30	71·95	71·20	73·70	78·45	75·95	72·05	69·80	70·55	69·70	71·70	72·20
30	72·35	.....	71·20	73·85	78·30	75·80	72·05	69·70	70·55	69·60	71·70	72·10
31	72·45	.....	71·20	.....	78·10	.....	71·95	69·70	.....	69·55	.....	72·05

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1889.

TABLE No. 344.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·85	71·55	71·10	71·60	76·60	74·05	75·60	73·05	71·45	70·10	70·30	.....
2	71·80	71·60	71·05	71·60	76·60	74·35	75·55	72·95	71·35	70·20	70·20	.....
3	71·55	71·70	71·05	71·60	76·55	75·05	75·35	72·95	71·35	70·20	70·20	.....
4	71·30	72·05	71·05	71·60	76·45	75·55	75·20	72·85	71·30	70·10	70·10	.....
5	71·10	72·20	70·95	71·70	76·35	76·05	75·05	72·80	71·30	70·10	70·05	.....
6	71·05	72·45	70·95	71·80	76·30	76·35	74·85	72·70	71·30	70·05	69·95	.....
7	71·20	72·35	70·95	71·95	76·20	76·70	74·85	72·60	71·30	70·05	69·95	.....
8	71·45	72·35	70·85	72·10	76·10	77·20	74·80	72·60	71·20	70·10	69·85	.....
9	71·55	72·30	70·85	72·30	76·10	77·35	74·70	72·55	71·20	70·20	69·70	.....
10	71·55	72·30	70·70	72·55	76·05	77·35	74·60	72·55	71·20	70·30	69·60	.....
11	71·55	72·20	70·70	72·70	76·05	77·30	74·55	72·45	71·10	70·35	69·55	.....
12	71·60	72·35	70·70	72·85	75·95	77·10	74·45	72·35	71·10	70·45	69·45	.....
13	71·55	72·45	70·60	72·85	75·85	76·95	74·35	72·30	71·10	70·55	69·35	.....
14	71·45	72·35	70·60	72·85	75·80	76·85	74·30	72·20	71·05	70·60	69·35	.....
15	71·45	72·30	72·60	72·80	75·60	76·70	74·45	72·10	71·05	70·70	69·35	.....
16	71·45	72·35	70·60	72·70	75·45	76·60	74·35	72·05	70·95	70·70	69·45	.....
17	71·35	72·35	70·55	72·60	75·20	76·45	74·30	72·05	70·95	70·60	69·45	.....
18	71·45	72·30	70·60	72·70	75·05	76·35	74·20	71·95	70·85	70·60	69·45	.....
19	71·45	72·20	70·55	72·95	74·95	76·20	74·05	71·95	70·85	70·55	69·45	.....
20	71·55	72·20	70·70	73·20	74·85	76·05	73·95	71·95	70·80	70·55	69·55	.....
21	71·60	72·10	70·80	73·45	74·70	75·95	73·80	71·85	70·70	70·55	69·60	.....
22	71·60	72·05	70·85	73·55	74·60	75·85	73·70	71·85	71·60	70·55	69·70	.....
23	71·60	72·05	71·10	73·60	74·45	75·80	73·60	71·85	70·60	70·60	69·85	.....
24	71·55	72·05	71·35	73·85	74·35	75·70	73·55	71·80	70·55	70·60	70·05	.....
25	71·55	71·95	71·70	74·10	74·30	75·60	73·55	71·80	70·55	70·55	70·10	.....
26	71·55	71·95	71·95	74·60	74·10	75·55	73·45	71·80	70·45	70·55	70·30	.....
27	71·45	71·85	72·05	74·85	72·10	75·55	73·35	71·70	70·45	70·55	70·45	.....
28	71·55	71·85	71·95	75·10	73·95	75·55	73·30	71·60	70·35	70·55	70·60	.....
29	71·45	.....	71·95	75·60	73·85	75·60	73·30	71·60	70·35	70·60	70·80	.....
30	71·55	.....	71·85	76·05	73·80	75·55	73·20	71·55	70·35	70·55	70·95	.....
31	71·55	.....	71·85	.....	73·70	.....	73·10	71·55	.....	70·45	.....	.....

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1890.

TABLE No. 345.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	72·35	73·45	73·35	71·85	76·20	78·55	76·20	72·85	72·30	71·45	71·20	70·55
2....	72·60	73·35	73·30	72·10	76·35	78·60	76·10	72·80	72·30	71·45	71·30	70·60
3....	72·80	73·35	73·20	72·35	76·55	78·70	75·95	72·70	72·30	71·45	71·35	70·70
4....	72·95	73·35	73·20	72·55	76·60	78·70	75·80	72·60	72·20	71·35	71·30	70·80
5....	73·05	73·30	73·10	72·60	76·95	78·55	75·70	72·60	72·35	71·45	71·30	70·70
6....	72·95	73·20	73·05	73·30	77·20	78·35	75·55	72·55	72·55	71·55	71·35	70·60
7....	73·05	73·15	72·85	73·70	77·35	78·30	75·20	72·60	72·15	71·55	71·35	70·60
8....	73·05	73·35	72·80	74·70	77·55	78·20	75·05	72·60	72·45	71·55	71·35	70·55
9....	73·10	73·35	72·70	75·20	77·60	78·20	74·85	72·55	72·55	71·45	71·30	70·55
10....	73·20	73·45	72·70	75·35	77·60	78·30	74·70	72·45	72·55	71·35	71·30	70·60
11....	73·20	73·55	72·70	75·60	77·60	78·30	74·45	72·35	72·55	71·45	71·20	70·45
12....	73·20	73·55	72·70	75·60	77·60	78·20	74·30	72·35	72·45	71·55	71·10	70·45
13....	73·05	73·55	72·60	75·70	77·60	78·20	74·20	72·30	72·15	71·55	71·10	70·55
14....	72·95	73·60	72·55	75·85	77·70	78·20	74·10	72·30	72·55	71·35	71·10	70·55
15....	73·05	73·60	72·60	76·05	77·60	78·10	74·05	72·30	72·15	71·45	71·05	70·55
16....	73·10	73·70	72·70	76·10	77·55	78·20	74·05	72·20	72·35	71·55	71·05	70·55
17....	73·20	73·85	72·80	76·20	77·45	78·20	73·95	72·20	72·30	71·45	71·05	70·45
18....	73·35	73·70	72·85	76·20	77·35	78·20	73·85	72·20	72·10	71·35	70·95	70·45
19....	73·60	73·55	72·55	76·05	77·20	78·10	73·80	72·20	72·05	71·45	70·85	70·55
20....	73·70	73·35	72·55	76·05	77·10	78·10	73·70	72·30	71·95	71·35	70·85	70·60
21....	73·85	73·30	72·35	75·95	77·35	78·10	73·70	72·30	71·85	71·45	70·85	70·70
22....	73·85	73·30	72·20	75·85	77·55	77·85	73·55	72·30	71·80	71·55	70·85	70·80
23....	73·95	73·20	72·20	75·70	77·60	77·70	73·45	72·30	71·60	71·55	70·85	70·85
24....	73·70	73·10	72·30	75·85	77·70	77·45	73·35	72·35	71·55	71·45	70·80	70·85
25....	73·60	73·10	72·35	75·85	77·80	77·20	73·35	72·35	71·55	71·30	70·80	70·80
26....	73·55	73·05	72·35	75·95	77·85	77·05	73·10	72·35	71·45	71·30	70·80	70·85
27....	73·20	73·05	72·35	75·95	78·05	76·85	73·10	72·30	71·45	71·20	70·70	70·95
28....	72·95	73·05	72·35	75·95	78·05	76·70	73·05	72·30	71·45	71·10	70·70	70·85
29....	72·70	..	72·35	76·05	78·10	76·55	73·05	72·20	71·55	71·05	70·60	70·85
30....	72·55		72·35	76·10	78·20	76·35	72·85	72·20	71·45	71·05	70·55	70·85
31....	72·35		72·35		78·30		72·80	72·20		70·95		70·85

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1891.

TABLE No. 346.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	71·35	71·95	71·55	75·60	78·55	75·20	72·20	72·95	71·85	70·95	70·55	73·20
2....	71·35	71·80	71·55	75·70	78·55	74·95	72·10	72·95	71·85	70·95	70·45	73·10
3....	71·30	71·70	71·60	75·60	78·45	74·85	72·05	72·85	71·80	70·85	70·45	73·10
4....	71·30	71·60	71·60	75·55	78·30	74·70	71·95	72·85	71·70	70·85	70·55	73·10
5....	71·15	71·60	71·70	75·55	78·35	74·55	71·95	72·85	71·70	70·85	70·55	73·10
6....	71·35	71·70	71·80	74·70	78·35	74·35	71·95	72·80	71·70	70·80	70·55	73·10
7....	71·35	71·80	71·85	74·95	78·35	74·20	71·85	72·80	71·70	70·85	70·45	73·10
8....	71·30	71·80	71·95	74·60	78·30	73·95	71·80	72·70	71·60	70·95	70·45	73·05
9....	71·20	71·70	71·95	74·35	78·30	73·70	71·70	72·70	71·60	71·05	70·35	73·05
10....	71·20	71·70	71·95	74·30	78·20	73·55	71·70	72·60	71·60	71·05	71·30	73·05
11....	71·20	71·85	72·05	74·20	78·10	73·55	71·60	72·55	71·60	71·10	70·35	73·05
12....	71·20	71·85	72·05	74·30	77·85	73·45	71·60	72·45	71·60	71·20	70·45	73·05
13....	71·10	71·80	72·20	74·55	77·70	73·35	71·60	72·35	71·70	71·30	70·45	73·05
14....	71·05	71·80	72·35	74·85	77·60	73·30	71·55	72·30	71·60	71·35	70·35	73·30
15....	71·20	71·85	72·35	75·10	77·55	73·20	71·60	72·10	71·55	71·35	70·35	73·30
16....	71·30	71·95	72·30	75·20	77·45	73·10	71·55	72·05	71·55	71·30	70·45	73·55
17....	71·35	71·85	72·30	75·30	77·30	73·05	71·60	71·95	71·55	71·20	70·45	73·85
18....	71·45	71·80	72·20	75·55	77·10	73·05	71·55	71·80	71·55	71·10	70·30	74·30
19....	71·55	71·80	72·20	75·85	77·05	72·95	71·70	71·70	71·45	71·05	70·45	74·20
20....	71·55	71·80	72·30	76·30	76·95	72·85	71·85	71·60	71·45	70·85	70·60	74·05
21....	71·55	71·70	72·20	76·60	76·85	72·80	71·95	71·60	71·45	70·80	70·85	73·70
22....	71·60	71·70	72·30	76·85	76·70	72·70	72·05	71·70	71·45	70·80	71·05	73·20
23....	71·70	71·60	72·60	76·80	76·55	72·60	72·10	71·85	71·35	70·70	71·35	73·10
24....	71·80	71·60	73·30	77·55	76·30	72·55	72·30	71·85	71·35	70·60	71·55	73·05
25....	71·85	71·55	74·05	77·85	76·10	72·45	72·45	71·95	71·30	70·60	71·70	72·95
26....	71·85	71·45	74·70	78·10	75·95	72·35	72·55	72·05	71·30	70·55	72·20	72·85
27....	71·95	71·45	75·35	78·20	75·85	72·35	72·60	72·05	71·20	70·55	73·30	72·85
28....	71·95	71·45	75·30	78·10	75·80	72·30	72·60	71·95	71·10	70·55	73·55	72·85
29....	72·05		74·85	78·10	75·70	72·20	72·80	71·95	71·10	70·55	73·45	72·80
30....	72·05		75·05	78·35	75·55	72·20	72·85	72·05	71·05	70·45	73·30	72·80
31....	71·95		75·20	..	75·45	.....	72·95	71·95	.....	70·45	..	72·85

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1892.

TABLE No. 317.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	72·80	72·55	71·30	70·60	72·95	73·55	74·70	71·70	71·15	70·80	70·55	72·55
2	72·70	72·55	71·30	71·05	73·20	73·60	74·60	71·60	71·35	70·85	70·55	72·35
3	72·70	72·45	71·35	72·35	73·45	73·60	74·15	71·60	71·35	70·85	70·55	72·20
4	72·85	72·35	71·35	73·20	73·70	73·60	74·30	71·55	71·35	70·85	70·45	72·05
5	72·85	72·35	71·55	74·20	73·45	73·55	74·05	71·45	71·30	70·85	70·35	72·05
6	72·80	72·35	71·60	75·35	73·20	73·60	73·85	71·35	71·20	70·95	70·35	72·05
7	72·80	72·35	71·85	75·70	73·35	73·60	73·80	71·30	71·10	70·95	70·45	71·95
8	72·80	72·35	71·85	76·05	73·45	73·70	73·70	71·30	71·05	70·95	70·45	71·85
9	72·80	72·20	71·80	75·70	73·55	73·70	73·60	71·30	70·95	70·85	70·80	71·80
10	72·70	72·20	71·70	75·45	73·55	73·80	73·45	71·30	70·80	70·85	70·70	71·80
11	72·70	72·10	71·70	75·10	73·60	73·85	73·30	71·20	70·70	70·80	70·80	71·80
12	72·70	72·10	71·70	75·35	73·70	73·80	73·20	71·30	70·95	70·80	70·70	71·60
13	72·85	72·10	71·60	71·20	73·70	73·70	73·05	71·35	70·95	70·80	70·70	71·60
14	72·85	72·10	71·55	74·05	73·70	73·60	72·85	71·35	70·85	70·85	70·70	71·55
15	72·85	72·05	71·45	73·70	73·70	73·55	72·80	71·45	70·80	70·85	71·05	71·70
16	72·95	71·85	71·30	73·35	73·55	73·35	72·70	71·55	70·70	70·85	71·05	71·70
17	72·95	71·85	71·10	73·10	73·55	73·35	72·70	71·60	70·80	70·95	71·35	71·85
18	72·85	71·70	71·05	72·95	73·60	73·60	72·60	71·60	70·60	70·95	71·70	71·95
19	72·80	71·70	71·05	72·80	73·60	74·10	72·45	71·55	70·60	70·85	71·85	71·95
20	72·80	71·60	70·95	72·55	73·60	74·45	72·30	71·55	70·80	70·85	72·05	72·05
21	72·80	71·55	70·85	72·35	73·70	74·55	72·10	71·60	70·80	70·85	72·20	72·10
22	72·80	71·45	70·80	72·35	73·60	74·55	72·05	71·55	70·70	70·95	72·35	72·20
23	72·60	71·35	70·80	72·30	73·55	74·55	71·85	71·15	70·80	71·05	72·15	72·30
24	72·60	71·35	70·70	72·35	73·55	74·15	71·70	71·60	70·80	71·05	72·55	72·15
25	72·60	71·30	70·70	72·35	73·60	74·15	71·60	71·80	70·70	70·85	72·55	72·45
26	72·55	71·20	70·60	72·30	73·60	74·55	71·55	71·60	70·70	70·70	72·60	72·60
27	72·55	71·30	70·60	72·45	73·55	74·55	71·60	71·55	70·70	70·60	72·60	72·30
28	72·55	71·30	70·55	72·55	73·60	74·70	71·55	71·55	70·80	70·55	72·60	72·20
29	72·60	71·20	70·45	72·60	73·60	74·80	71·60	71·45	70·85	70·55	72·60	72·30
30	72·60		70·45	72·70	73·55	74·80	71·70	71·15	70·85	70·55	72·55	72·30
31	72·55		70·45		73·55		71·80	71·55		70·70		72·20

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1893.

TABLE No. 318.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1		71·05	71·20	71·05	74·70	78·85	74·70	72·30	72·70	70·05	71·45	71·05
2		71·10	71·10	71·35	75·05	78·60	74·60	72·20	72·20	69·95	71·30	70·95
3		71·10	70·95	71·70	75·70	78·55	74·55	72·10	72·05	69·85	71·20	70·95
4		71·20	70·70	71·70	76·20	78·35	74·30	72·05	71·85	69·85	71·30	71·05
5		71·20	70·70	71·80	76·45	78·30	74·30	71·95	71·70	69·95	71·30	71·10
6		71·30	70·55	71·85	76·70	78·10	74·10	71·85	71·55	69·95	71·30	71·10
7		71·45	70·45	71·95	77·35	78·05	73·95	71·95	71·35	70·05	71·35	71·10
8		71·55	70·35	72·05	77·55	77·95	73·85	72·10	71·20	70·05	71·35	71·30
9		71·45	70·30	72·15	77·70	77·85	73·70	72·05	71·20	70·10	71·35	71·30
10		71·35	70·30	72·10	77·70	77·85	73·70	71·95	71·10	70·10	71·15	71·20
11		71·35	70·35	73·10	77·85	77·80	73·70	71·60	71·10	69·95	71·15	71·20
12		71·30	70·35	73·35	77·85	77·70	73·60	71·60	71·05	70·05	71·15	71·20
13		71·20	70·45	73·55	77·95	77·60	73·60	71·55	71·05	69·95	71·30	71·30
14		71·10	70·55	73·80	78·05	77·35	73·55	71·55	71·05	69·85	71·20	71·30
15		71·05	70·55	73·95	78·20	77·20	73·55	71·60	70·95	69·85	71·10	71·35
16		70·85	70·55	73·95	78·35	76·95	73·45	71·60	70·95	69·95	71·10	71·35
17		71·05	74·15	74·05	78·60	76·80	73·45	71·55	70·85	70·20	71·05	71·15
18		71·05	70·45	74·05	80·20	76·55	73·35	71·45	70·80	70·45	71·10	71·15
19		71·10	70·55	74·10	80·20	76·35	73·30	71·35	70·70	70·55	71·20	71·15
20		71·10	70·60	74·10	80·20	76·20	73·10	71·35	70·60	70·60	71·10	71·35
21		71·05	70·60	74·35	80·45	76·05	73·05	71·30	70·35	70·70	71·10	71·35
22		70·95	70·60	74·55	80·45	75·85	72·95	71·30	70·30	70·80	71·05	71·35
23		71·10	70·70	74·60	80·45	75·70	72·85	71·20	70·30	70·85	71·05	71·20
24		71·35	70·70	74·55	80·35	75·60	72·80	71·20	70·20	71·05	71·05	71·10
25		71·30	70·80	74·45	80·20	75·45	72·70	71·10	70·30	71·10	71·10	71·10
26		71·30	70·80	74·35	80·05	75·20	72·70	71·10	70·35	71·10	71·10	71·10
27		71·30	70·70	74·35	79·70	75·20	72·60	71·05	70·30	71·30	71·10	71·05
28		71·30	70·70	74·30	79·35	75·20	72·60	71·05	70·20	71·35	71·10	71·05
29			70·80	74·20	79·05	74·95	72·55	71·35	70·10	71·35	71·20	71·10
30			70·85	74·05	78·80	74·85	72·45	72·35	70·10	71·30	71·30	71·20
31			70·85		78·60		72·30	72·80		71·30		71·10

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1894.

TABLE No. 349.

Day of the Month	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·10	71·55	71·95	73·60	78·30	75·70	74·30	71·80	70·10	70·35	71·80	72·05
2	71·05	71·45	71·95	73·70	78·35	75·80	74·20	71·80	70·20	70·45	71·80	71·95
3	71·05	71·45	72·05	73·55	78·45	75·85	73·95	71·70	70·20	70·45	71·60	71·85
4	70·95	71·35	72·05	73·55	78·35	75·95	73·70	71·55	70·30	70·55	72·05	71·80
5	71·10	71·55	72·10	73·55	78·35	75·95	73·70	71·45	70·10	70·45	72·30	71·70
6	71·10	71·55	72·10	73·60	78·45	76·05	73·70	71·35	70·10	70·45	72·10	71·70
7	71·30	71·55	72·20	73·55	78·35	75·85	73·70	71·30	70·20	70·45	72·05	71·80
8	71·30	71·55	72·35	73·55	78·35	75·70	73·80	71·20	70·10	70·55	72·05	71·70
9	71·45	71·60	72·70	73·55	78·30	75·55	73·85	71·20	70·05	70·45	72·10	71·70
10	71·60	71·60	72·85	73·30	78·30	75·45	73·95	71·10	69·95	70·45	72·10	71·55
11	71·60	71·55	73·30	73·30	78·10	75·30	73·95	71·10	69·95	70·55	72·10	71·45
12	71·70	71·70	73·55	73·20	78·10	75·20	73·85	71·05	70·05	70·60	72·35	71·55
13	71·70	71·70	73·85	73·35	77·85	75·05	73·95	71·05	69·95	70·70	72·30	71·60
14	71·80	71·70	74·35	73·35	77·70	75·05	73·80	70·95	69·95	70·80	72·35	71·60
15	71·80	71·60	74·35	73·45	77·55	74·85	73·80	70·85	70·05	70·85	72·35	71·60
16	71·80	71·60	74·30	73·60	77·35	74·70	73·80	70·85	70·05	70·85	72·35	71·60
17	71·70	71·55	74·20	73·60	77·20	74·35	73·60	70·85	70·10	70·95	72·10	71·70
18	71·70	71·55	74·10	73·70	77·05	74·30	73·55	70·85	70·10	71·20	72·10	71·70
19	71·55	71·60	74·55	73·95	76·85	74·20	73·35	70·95	70·20	71·15	72·05	71·70
20	71·45	71·60	74·70	74·20	76·60	74·05	73·30	70·95	70·35	71·60	72·05	71·70
21	71·45	71·70	75·10	74·60	76·55	74·70	73·20	70·85	70·30	71·80	72·05	71·70
22	71·30	71·80	75·20	75·20	76·35	74·80	73·10	70·85	70·20	71·70	71·95	71·70
23	71·10	71·80	75·35	75·85	76·20	74·85	73·05	70·80	70·20	71·70	71·95	71·70
24	71·10	71·85	75·10	76·35	76·10	74·80	72·95	70·55	70·20	71·80	71·85	71·70
25	71·30	71·95	74·70	76·95	76·05	74·70	72·95	70·45	70·20	71·80	71·85	71·80
26	71·45	71·95	74·55	77·30	75·95	74·60	72·60	70·35	70·20	71·85	71·85	71·85
27	71·35	72·05	74·35	77·55	75·85	74·60	72·45	70·30	70·30	71·85	71·80	71·85
28	71·35	72·05	74·10	77·70	75·80	74·55	72·30	70·20	70·30	71·80	71·70	71·95
29	71·55	.....	73·95	78·10	75·70	74·45	72·10	70·20	70·35	71·80	72·05	71·85
30	71·55	.....	73·70	78·30	75·70	74·45	71·95	70·10	70·35	71·80	72·20	71·85
31	71·60	.....	73·60	.....	75·70	.....	71·80	70·05	.....	71·80	.....	71·85

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1895.

TABLE No. 350.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·80	71·85	71·10	70·55	76·45	74·95	73·35	70·85	71·10	70·30	70·10	71·05
2	71·85	71·85	71·05	70·55	76·35	74·95	73·35	70·80	71·05	70·20	70·05	71·05
3	71·85	71·80	71·05	70·70	76·30	75·05	73·10	70·85	71·05	70·20	70·05	71·05
4	71·95	71·70	70·95	70·85	76·30	75·10	72·85	70·95	71·05	70·10	70·10	70·95
5	71·95	71·60	70·85	70·95	76·20	75·20	72·70	70·95	70·95	70·10	70·10	70·95
6	71·95	71·85	70·85	71·05	76·35	75·20	72·60	71·05	70·95	70·20	70·10	70·95
7	71·85	71·95	70·80	71·20	76·60	75·30	72·55	71·05	70·95	70·20	70·20	71·05
8	71·85	70·95	70·80	71·70	76·70	75·30	72·45	70·95	70·95	70·35	70·20	71·05
9	71·95	71·80	70·70	72·10	76·95	75·30	72·45	70·95	71·85	70·30	70·20	71·10
10	71·95	71·70	70·70	73·70	77·20	75·20	72·30	71·05	70·85	70·30	70·10	71·10
11	71·95	71·60	70·60	74·20	77·30	75·10	72·20	71·10	71·85	70·35	70·20	71·10
12	72·05	71·55	70·55	74·55	77·35	75·10	72·20	71·10	70·80	70·35	70·30	71·05
13	71·80	71·45	70·55	74·60	77·35	75·05	72·10	71·10	70·70	70·30	70·30	71·05
14	71·70	71·45	70·45	75·10	77·30	75·05	72·05	71·05	70·70	70·30	70·35	70·95
15	71·70	71·45	70·45	75·35	77·20	74·95	71·85	71·05	70·70	70·30	70·45	70·95
16	71·60	71·35	70·45	75·70	76·85	74·95	71·70	71·05	70·70	70·20	70·45	70·85
17	71·60	71·35	70·45	75·60	76·60	74·85	71·70	71·05	70·70	70·10	70·55	70·85
18	71·60	71·30	70·35	75·55	76·35	74·80	71·70	71·05	70·60	70·05	70·60	70·80
19	71·60	71·20	70·35	75·55	76·20	74·60	71·70	71·05	70·60	69·95	70·60	70·95
20	71·55	71·20	70·35	75·45	76·10	74·60	71·60	71·05	70·60	69·95	70·55	71·05
21	71·55	71·10	70·35	75·30	76·05	74·55	71·60	71·05	70·55	70·05	70·35	71·10
22	71·55	71·10	70·35	75·55	75·85	74·45	71·55	71·10	70·55	70·95	70·55	71·35
23	71·60	71·10	70·30	75·60	75·70	74·30	71·55	71·10	70·45	70·95	70·55	71·55
24	71·60	71·05	70·30	75·85	75·60	74·10	71·45	71·10	70·45	70·95	70·55	71·60
25	71·70	71·05	70·30	76·05	75·35	73·85	71·35	71·20	70·45	70·95	70·60	71·60
26	71·80	71·05	70·30	76·30	75·30	73·70	71·30	71·20	70·35	70·85	70·60	71·70
27	71·85	71·10	70·30	76·35	75·10	73·70	71·10	71·20	70·35	70·85	70·80	71·70
28	71·85	71·10	70·30	76·45	75·05	73·60	71·05	71·20	70·35	70·85	70·85	72·35
29	71·80	.....	70·35	76·55	75·05	73·55	70·95	71·20	70·35	70·95	70·95	73·10
30	71·70	.....	70·35	76·55	74·95	73·55	70·85	71·20	70·30	70·05	71·05	73·80
31	71·70	.....	70·45	.....	74·95	.....	70·85	71·10	.....	70·10	.....	74·10

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1896.

TABLE No. 351.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	74·35	72·60	72·35	71·55	78·05	74·55	72·55	71·60	70·80	70·70	71·05	73·70
2	75·20	72·60	72·45	71·60	77·95	74·30	72·45	71·60	70·70	70·85	71·05	74·10
3	75·55	72·55	72·30	71·70	77·80	74·20	72·35	71·55	70·70	70·95	71·10	74·05
4	75·60	72·55	72·30	71·80	77·70	74·10	72·45	71·45	70·70	70·85	71·10	74·05
5	75·70	72·45	72·20	71·85	77·60	74·20	72·35	71·45	70·70	70·95	71·10	73·70
6	75·80	72·55	72·05	71·95	77·60	74·35	72·35	71·35	70·80	71·05	71·35	73·35
7	75·10	72·55	72·05	71·95	77·60	74·45	72·45	71·55	70·70	70·95	71·60	73·30
8	75·10	72·55	72·10	72·05	77·55	74·55	72·35	71·45	70·70	70·95	72·05	73·20
9	74·55	72·60	72·05	72·30	77·45	74·60	72·30	71·30	70·70	70·95	72·30	73·20
10	74·35	72·60	71·95	72·60	77·35	74·60	72·30	71·20	70·60	70·95	72·55	73·10
11	74·10	72·55	71·95	73·35	77·30	74·70	72·35	71·10	70·60	70·95	72·70	73·10
12	73·85	72·55	72·10	74·10	77·10	74·80	72·35	71·20	70·55	70·95	72·70	73·10
13	73·95	72·55	72·30	74·85	76·95	74·70	72·30	71·20	70·55	70·95	72·95	73·05
14	73·70	72·60	72·35	75·85	76·85	74·70	72·30	71·10	70·60	71·05	73·05	72·95
15	73·60	72·60	72·20	76·95	76·60	74·60	72·35	71·20	70·60	71·10	73·05	72·85
16	73·45	72·55	72·10	78·55	76·55	74·55	72·30	71·10	70·60	71·10	72·95	72·85
17	73·35	72·70	72·10	78·80	76·35	74·45	72·20	71·10	70·55	71·10	73·05	72·85
18	73·30	72·95	72·05	78·60	76·20	74·45	72·10	71·05	70·55	71·05	73·10	72·80
19	73·30	72·85	72·05	78·55	76·05	74·20	72·20	70·95	70·45	71·05	73·20	72·80
20	73·20	72·85	71·85	78·85	75·85	74·05	72·20	70·95	70·45	71·10	73·20	72·80
21	73·10	73·10	71·85	78·95	75·70	73·85	72·30	70·85	70·55	71·10	73·20	72·85
22	73·05	73·10	71·85	79·05	75·60	73·70	72·20	70·85	70·55	71·05	73·10	72·85
23	73·05	73·20	71·80	79·05	75·45	73·60	72·10	70·85	70·45	71·05	73·10	72·80
24	72·95	72·95	71·80	79·10	75·20	73·55	72·05	70·95	70·35	71·05	73·10	72·60
25	72·95	72·80	71·70	79·05	75·05	73·35	71·95	70·85	70·35	71·10	73·20	72·55
26	72·80	72·60	71·60	78·80	74·85	73·20	71·85	70·95	70·35	70·95	73·30	72·60
27	72·70	72·55	71·60	78·55	74·80	73·05	71·80	70·95	70·45	70·95	73·35	72·60
28	72·70	72·55	71·60	78·35	74·70	72·85	71·80	70·95	70·45	71·05	73·30	72·55
29	72·80	72·30	71·55	78·30	74·55	72·70	71·70	70·85	70·45	71·05	73·20	72·45
30	72·85	.....	71·55	78·20	74·45	72·55	71·70	70·80	70·45	71·10	73·45	72·35
31	72·80	...	71·55	.....	74·45	..	71·70	70·80	..	71·10	.....	72·20

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1897.

TABLE No. 352.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	72·30	73·05	71·05	73·05	78·70	77·30	73·80	71·85	71·70	70·10	70·85	71·05
2	72·35	73·05	71·10	73·35	78·85	77·10	73·70	71·85	71·70	70·20	70·95	70·95
3	72·45	73·05	71·30	73·85	78·95	76·85	73·60	71·95	71·60	70·10	70·85	70·85
4	72·45	72·60	71·55	73·95	79·10	76·60	73·45	71·95	71·55	70·05	70·85	70·95
5	72·30	72·55	71·70	73·95	79·05	76·35	73·45	71·80	71·55	69·95	70·85	70·95
6	72·12	72·45	71·85	74·05	78·95	76·20	73·30	71·70	71·45	69·95	70·95	70·95
7	72·12	72·35	71·85	74·20	78·95	76·05	73·10	71·60	71·45	70·05	70·95	71·05
8	72·12	72·30	71·85	74·20	78·95	75·85	73·05	71·55	71·35	70·05	70·95	71·05
9	72·12	72·20	71·95	74·10	78·85	75·80	72·95	71·60	71·20	70·10	70·95	71·10
10	72·20	72·10	71·95	73·95	78·80	75·85	72·85	71·60	71·10	70·10	70·95	71·10
11	72·20	71·95	72·20	73·85	78·70	75·85	72·80	71·70	71·05	70·10	70·85	71·20
12	72·20	71·80	71·95	73·70	78·55	75·95	72·70	71·70	71·05	70·20	70·85	71·30
13	72·70	71·70	71·95	73·70	78·45	75·95	72·70	71·60	70·95	70·10	70·85	71·45
14	72·60	71·55	72·20	73·60	78·35	75·95	72·60	71·55	70·95	70·20	70·95	71·60
15	72·60	71·35	72·70	73·45	78·20	75·85	72·55	71·55	70·85	70·20	70·85	72·10
16	72·60	71·20	72·95	73·45	77·85	75·80	72·45	71·45	70·85	70·20	70·85	72·35
17	72·55	71·05	72·70	73·55	77·70	75·70	72·45	71·55	70·80	70·30	70·80	72·45
18	72·70	70·85	72·60	73·80	77·55	75·60	72·35	71·55	70·70	70·30	70·80	72·35
19	72·95	70·70	72·55	73·95	77·45	75·35	72·30	71·60	70·60	70·35	70·80	72·30
20	73·20	70·70	72·30	74·10	77·35	75·10	72·20	71·55	70·55	70·45	70·70	72·30
21	73·10	70·80	72·20	74·20	77·35	74·80	72·10	71·60	70·45	70·45	70·70	72·20
22	73·10	70·80	72·20	74·20	77·45	74·60	72·10	71·60	70·45	70·35	70·70	72·10
23	73·20	70·80	72·30	74·10	77·60	74·55	72·05	71·60	70·35	70·45	70·85	72·10
24	73·30	70·70	72·35	74·20	77·85	74·45	71·95	71·60	70·35	70·55	70·95	72·20
25	73·30	70·70	72·45	74·30	78·10	74·30	71·85	71·70	70·30	70·55	70·95	72·20
26	73·20	70·60	72·45	75·05	78·30	74·10	71·80	71·80	70·20	70·60	70·95	72·05
27	73·20	70·60	72·55	75·95	78·20	74·05	71·70	71·85	70·30	70·60	71·05	71·95
28	73·20	70·55	72·60	76·70	77·95	73·95	71·80	71·80	70·20	70·70	71·05	71·95
29	73·20	.....	72·60	77·55	77·80	73·85	71·85	71·70	70·10	70·80	71·05	71·85
30	73·10	....	72·70	78·10	77·60	73·85	71·80	71·70	70·05	70·80	71·05	71·85
31	73·05	..	72·70		77·55	..	71·85	71·70		70·85		71·85

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1898.

TABLE No. 353.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept	Oct.	Nov.	Dec.
1	71·85	72·05	71·45	74·95	74·85	74·70	74·05	71·70	70·85	71·10	73·05	71·95
2	71·95	72·05	71·55	75·30	74·85	71·70	74·20	71·70	70·85	71·10	73·05	71·95
3	71·85	71·95	71·45	74·95	74·85	71·60	74·20	71·70	70·95	71·05	72·95	72·05
4	71·85	71·85	71·35	74·95	74·80	74·55	74·05	71·70	70·95	71·05	72·95	72·10
5	71·80	71·70	71·30	74·85	74·70	74·45	73·95	71·60	71·05	70·95	72·85	72·10
6	71·80	71·60	71·20	74·80	74·70	74·45	73·85	71·45	71·05	70·95	72·80	72·10
7	71·70	71·55	71·10	74·60	74·60	74·45	73·85	71·45	70·95	70·85	72·70	72·20
8	71·70	71·45	70·95	74·35	74·60	74·35	73·80	71·35	70·95	70·85	72·60	72·30
9	71·60	71·35	70·95	74·10	74·55	74·20	73·70	71·30	70·85	70·85	72·60	72·35
10	71·60	71·30	70·85	73·95	74·45	74·10	73·55	71·30	70·85	70·95	72·55	72·45
11	71·55	71·20	71·05	73·80	74·35	74·05	73·35	71·30	70·85	71·05	72·55	72·55
12	71·55	71·70	71·20	73·70	74·30	73·85	73·20	71·20	70·95	71·05	72·45	72·55
13	71·45	71·10	72·05	73·70	74·20	73·80	73·05	71·20	70·95	71·10	72·45	72·55
14	71·45	71·05	73·85	73·60	74·10	73·70	72·85	71·20	71·05	71·10	72·45	72·45
15	71·35	70·95	75·70	73·60	74·10	73·70	72·80	71·30	71·05	71·10	72·35	72·35
16	71·45	71·95	76·55	73·60	74·05	73·80	72·70	71·30	70·95	71·10	72·35	72·30
17	71·35	71·05	76·70	73·70	73·95	73·80	72·60	71·30	70·95	71·20	72·45	72·10
18	71·30	71·05	77·10	73·80	73·85	73·70	72·60	71·35	70·95	71·20	72·55	71·85
19	71·30	71·05	77·20	73·85	73·80	73·70	72·60	71·45	70·95	71·20	71·55	71·80
20	71·35	71·10	77·20	74·05	73·70	73·60	72·55	71·55	70·85	71·35	72·60	71·85
21	71·35	71·20	77·10	74·10	73·70	73·55	72·55	71·55	70·85	71·55	72·60	71·85
22	71·30	71·20	76·80	74·30	73·70	73·45	72·35	71·55	70·85	71·85	72·55	71·80
23	71·30	71·30	76·55	74·55	73·80	73·35	72·30	71·55	70·95	72·10	72·55	71·70
24	71·20	71·30	76·30	74·70	73·85	73·30	72·30	71·45	70·85	72·30	72·45	71·60
25	71·30	71·35	75·95	74·85	73·95	73·10	72·20	71·45	70·95	72·55	72·35	71·55
26	71·35	71·35	75·70	74·95	74·05	73·20	72·10	71·35	70·95	72·60	72·35	71·55
27	71·45	71·45	75·45	74·85	74·20	73·35	72·10	71·30	71·05	72·60	72·30	71·60
28	71·55	71·45	75·45	74·85	74·55	73·60	72·05	71·20	71·05	72·70	72·20	71·55
29	71·60		75·95	74·85	74·80	73·85	71·95	71·10	71·10	72·85	72·10	71·55
30	71·55		75·95	74·80	74·85	74·05	71·85	71·05	71·10	73·05	72·05	71·60
31	71·80		75·80	.....	74·95		71·80	70·95		73·05		71·60

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1899.

TABLE No. 354.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·60	71·55	71·45	70·80	79·05	76·60	73·35	72·45	70·60	71·60	71·20	70·70
2	71·60	71·60	71·20	70·70	79·35	76·70	73·35	72·35	70·55	71·85	71·30	70·80
3	71·55	71·60	71·10	70·70	79·55	76·85	73·30	72·30	70·45	72·20	71·30	70·80
4	71·55	71·85	70·95	70·80	79·55	76·85	73·20	72·20	70·45	72·30	71·30	70·80
5	71·55	71·95	70·80	70·80	79·10	76·70	73·10	72·10	70·45	72·30	71·35	70·85
6	71·60	71·95	70·80	70·70	79·35	76·60	73·10	72·20	70·45	72·20	71·55	70·85
7	71·60	72·05	70·70	70·80	79·45	76·55	73·20	72·05	70·35	72·10	71·35	70·85
8	71·70	72·05	70·70	70·85	79·35	76·55	73·20	71·95	70·35	72·05	71·35	70·80
9	71·70	72·10	70·70	71·70	79·30	76·45	73·30	71·95	70·35	72·05	71·30	70·80
10	71·95	72·10	70·60	72·35	79·10	76·35	73·45	72·55	70·30	71·95	71·30	70·85
11	72·20	72·20	70·70	72·10	79·10	76·20	73·60	71·85	70·30	71·85	71·10	70·60
12	72·35	72·20	70·80	72·30	79·05	76·10	73·85	71·80	70·20	71·80	71·10	70·60
13	72·45	72·30	70·85	73·10	78·85	75·85	73·95	71·70	70·10	71·70	71·05	71·05
14	72·45	72·30	70·95	73·70	79·35	75·60	73·80	71·60	70·05	71·55	71·10	71·45
15	72·45	72·35	70·95	74·70	79·20	75·55	73·80	71·60	70·10	71·45	71·20	72·05
16	72·55	72·20	70·85	75·70	78·95	75·30	73·70	71·55	70·10	71·30	71·20	72·35
17	72·55	72·10	70·85	76·20	78·55	75·10	73·80	71·35	70·05	71·20	71·10	72·60
18	72·45	72·05	70·95	76·70	78·20	74·95	73·70	71·20	70·10	71·20	71·10	72·45
19	72·45	71·70	70·95	76·85	78·10	74·85	73·55	71·10	70·20	71·10	71·05	72·30
20	72·30	71·55	70·80	77·20	77·85	74·70	73·30	71·05	70·20	71·10	71·05	72·30
21	72·20	71·35	70·80	77·45	77·70	74·60	73·20	70·95	70·10	71·05	70·95	72·20
22	72·10	71·20	70·85	77·45	77·35	74·55	73·10	70·85	70·10	71·10	70·85	72·20
23	72·05	71·20	70·85	77·45	77·05	74·45	72·95	70·85	70·20	71·20	70·85	72·35
24	71·95	71·30	70·85	77·45	76·85	74·05	72·85	70·80	70·20	71·30	70·85	72·55
25	71·70	71·55	70·80	77·45	76·70	74·05	72·70	70·80	70·35	71·30	70·85	72·55
26	71·60	71·60	70·60	77·55	76·60	73·95	72·70	70·80	70·60	71·30	70·80	72·60
27	71·70	71·60	70·55	77·70	76·55	73·85	72·60	70·70	70·70	71·20	70·80	72·60
28	71·80	71·60	70·55	77·95	76·55	73·70	72·55	70·70	70·85	71·20	70·80	72·55
29	71·85	..	70·55	78·20	76·45	73·60	72·55	70·70	71·10	71·10	70·80	72·45
30	71·95		70·45	78·45	76·35	73·55	72·45	70·60	71·30	71·10	70·70	72·35
31	72·05		70·45	.....	76·45	.....	72·45	70·55	....	71·10	.....	72·35

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1900.

TABLE No. 355.

Day of the Month.	Jan.	Feb.	Mar	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	72·10	72·20	72·55	71·35	77·10	74·10	71·85	73·30	71·60	71·70	71·70	73·10
2	72·20	72·10	72·70	71·55	76·95	74·15	71·80	73·20	71·55	71·70	71·70	73·05
3	72·30	72·05	72·85	71·60	76·70	74·80	71·80	73·10	71·45	71·80	71·85	72·85
4	72·15	71·95	73·05	71·80	76·45	74·80	72·05	73·05	71·45	71·70	71·95	72·80
5	72·15	71·85	73·20	72·10	76·30	74·70	72·35	72·95	71·35	71·70	72·10	72·70
6	72·35	71·85	72·95	72·60	76·10	74·70	72·70	72·80	71·30	71·60	72·10	72·55
7	72·10	71·85	72·95	74·60	76·05	74·60	72·85	72·85	71·35	71·60	72·10	72·35
8	72·05	71·85	72·85	75·35	75·95	74·60	72·95	73·05	71·45	71·55	72·05	72·30
9	71·85	71·85	72·70	75·70	75·95	74·55	72·95	73·20	71·30	71·55	72·05	72·45
10	71·70	71·95	72·55	75·35	75·95	74·55	73·05	73·10	71·20	71·60	72·05	72·35
11	71·70	71·95	72·35	75·10	75·85	74·45	73·05	73·05	71·10	71·60	71·95	72·30
12	71·80	72·05	72·30	74·80	75·85	74·45	73·20	73·05	71·05	71·60	71·95	72·30
13	71·70	72·30	72·10	74·35	75·85	74·30	73·35	72·95	71·05	71·70	72·05	72·20
14	71·70	72·20	72·05	74·35	75·80	74·10	73·60	72·85	70·95	71·95	72·05	72·20
15	71·70	72·20	71·95	74·20	75·70	74·05	73·95	72·80	70·95	71·95	72·10	72·10
16	71·80	72·20	71·95	74·10	75·70	73·85	74·05	72·80	70·85	71·85	72·20	72·10
17	71·85	72·30	71·95	74·35	75·60	73·70	74·20	72·70	70·85	71·85	72·30	72·05
18	71·95	72·20	71·85	74·55	75·55	73·55	74·55	72·70	71·35	71·80	72·30	71·95
19	71·95	72·05	71·85	74·80	75·45	73·35	74·85	72·60	71·45	71·80	72·35	71·85
20	71·95	71·95	71·80	75·05	75·35	73·30	74·60	72·55	71·55	71·70	72·55	71·80
21	71·95	71·85	71·70	75·60	75·35	73·10	74·45	72·55	71·55	71·80	72·70	71·80
22	72·05	71·95	71·70	75·85	75·30	73·05	74·30	72·45	71·60	71·85	72·80	71·70
23	72·05	72·05	71·60	76·30	75·20	73·05	74·10	72·15	71·60	71·95	72·80	71·80
24	72·10	72·10	71·60	76·80	75·20	72·95	73·85	72·35	71·60	71·85	72·85	71·70
25	72·20	72·20	71·55	77·20	75·05	72·85	73·85	72·20	71·55	71·85	72·95	71·60
26	72·30	72·20	71·45	77·15	74·85	72·80	73·80	72·10	71·55	71·85	73·10	71·55
27	72·60	72·20	71·35	77·45	74·70	72·55	73·70	72·05	71·55	71·95	73·30	71·55
28	72·55	72·10	71·35	77·55	74·60	72·35	73·60	71·95	71·55	71·85	73·45	71·55
29	72·45		71·35	77·35	74·60	72·30	73·55	71·85	71·60	71·80	73·55	71·45
30	72·55		71·30	77·30	74·55	72·20	73·45	71·70	71·80	71·80	73·55	71·45
31	72·55		71·35		74·30	72·05	73·15	71·70		71·70		71·45

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1901.

TABLE No. 356.

Day of the Month.	Jan.	Feb.	Mar	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·55	71·60	71·05	72·05	77·95	75·05	72·35	70·60	70·60	69·35	70·05	70·55
2	71·60	71·60	71·05	72·20	77·95	75·05	72·20	70·85	70·55	69·35	70·05	70·55
3	71·60	71·70	70·95	72·60	77·85	74·95	72·10	70·85	70·35	69·35	70·10	70·45
4	71·70	71·70	70·85	72·70	77·80	75·10	72·10	70·95	70·45	69·35	70·10	70·45
5	71·70	71·85	70·80	73·95	77·70	75·35	72·05	70·95	70·35	69·30	70·10	70·35
6	71·70	71·85	70·80	74·70	77·60	75·55	72·05	70·85	70·35	69·30	70·10	70·35
7	71·80	71·80	70·70	76·20	77·55	75·55	72·05	70·85	70·30	69·30	70·10	70·15
8	71·80	71·70	70·60	76·95	77·45	75·60	71·95	70·80	70·30	69·35	70·10	70·15
9	71·70	71·70	70·55	77·20	77·20	75·60	71·95	70·85	70·20	69·35	70·05	70·45
10	71·60	71·60	70·15	77·45	77·05	75·55	72·05	70·85	70·20	69·35	70·05	70·35
11	71·55	71·60	70·15	77·55	76·95	75·45	71·95	70·85	70·30	69·30	70·05	70·45
12	71·70	71·55	70·15	77·30	76·70	75·15	71·85	70·80	70·20	69·30	70·20	70·55
13	71·70	71·55	70·35	77·20	76·60	75·20	71·70	70·80	70·10	69·30	70·20	70·55
14	71·55	71·45	70·15	76·80	76·45	74·95	71·60	70·70	70·10	69·20	70·20	70·55
15	71·55	71·35	70·45	76·15	76·30	74·70	71·55	70·60	70·05	69·35	70·20	71·55
16	71·55	71·35	70·35	76·45	76·20	74·45	71·55	70·60	69·95	96·35	70·20	72·05
17	71·55	71·35	70·35	76·20	76·10	74·45	71·15	70·60	69·95	69·55	70·30	72·05
18	71·60	71·35	70·30	76·05	76·05	74·35	71·35	70·55	69·85	69·70	70·30	71·95
19	71·60	71·35	70·30	75·95	76·05	74·10	71·30	70·55	69·85	69·80	70·20	71·70
20	71·60	71·30	70·30	76·05	75·95	73·85	71·20	70·55	69·80	69·95	70·20	71·60
21	71·60	71·30	70·35	76·15	76·05	73·85	71·20	70·55	69·80	69·85	70·20	71·70
22	71·55	71·20	70·45	76·70	76·05	73·70	70·95	70·60	69·70	69·85	70·20	71·70
23	71·80	71·20	70·35	77·20	75·95	73·60	70·85	70·55	69·70	69·95	70·30	71·60
24	71·80	71·10	70·35	77·70	75·85	73·55	70·85	70·15	69·70	69·85	70·30	71·60
25	71·60	71·10	70·45	78·45	75·80	73·35	70·85	70·15	69·60	69·85	70·30	71·60
26	71·70	71·10	70·55	78·45	75·70	73·30	70·80	70·45	69·60	69·85	70·35	71·70
27	71·80	71·10	71·05	78·20	75·55	73·10	70·80	70·35	69·60	69·85	70·35	71·55
28	71·80	71·05	71·70	78·05	75·45	73·05	70·80	70·35	69·55	69·85	70·45	71·60
29	71·85		72·20	77·95	75·35	72·95	70·70	70·35	69·55	69·85	70·55	71·55
30	71·85		72·20	77·95	75·30	72·70	70·70	70·55	69·55	69·95	70·60	71·55
31	71·85		71·95		75·10		70·60	70·60		70·05		71·60

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1902.

TABLE No. 357.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·70	71·20	70·70	76·60	76·60	74·95	73·85	72·20	70·70	70·80	71·20	73·20
2	71·70	71·20	71·05	76·55	76·55	75·05	73·80	72·20	70·70	70·60	71·20	73·30
3	71·85	71·20	71·55	76·55	76·55	75·05	73·70	72·30	70·60	70·70	71·30	73·20
4	71·85	71·10	72·20	76·55	76·55	75·10	73·80	72·20	70·60	70·70	71·30	73·30
5	71·95	71·10	72·45	76·45	76·45	75·20	73·80	72·20	70·55	70·70	71·35	73·30
6	72·05	71·05	72·55	76·30	76·20	75·20	73·70	72·10	70·60	70·70	71·35	73·30
7	72·05	71·10	72·45	76·20	75·95	75·10	73·70	72·05	70·55	70·70	71·45	73·30
8	72·10	71·05	72·45	75·95	76·10	75·10	73·55	72·05	70·55	70·70	71·45	73·20
9	72·20	71·05	72·30	76·10	75·95	75·05	73·35	72·05	70·60	70·80	71·55	73·20
10	72·20	71·05	72·30	75·95	75·70	74·95	73·30	72·05	70·60	70·70	71·55	73·20
11	72·05	70·95	72·20	75·70	75·55	74·95	73·20	71·95	70·70	70·60	71·60	73·10
12	71·95	70·85	72·20	75·55	75·55	74·85	73·10	71·95	70·70	70·60	71·70	73·05
13	71·70	70·85	72·55	75·55	75·45	74·85	73·05	71·85	70·60	70·60	71·85	73·10
14	71·60	70·85	73·05	75·45	75·45	74·95	72·95	71·80	70·60	70·70	71·95	73·05
15	71·60	70·85	73·55	75·45	75·45	74·95	72·85	71·70	70·60	70·70	72·05	72·95
16	71·55	70·80	73·85	75·45	75·45	74·95	72·85	71·70	70·60	70·80	72·10	72·95
17	71·70	70·80	74·35	75·35	75·35	74·85	72·85	71·70	70·60	70·80	72·30	72·85
18	71·55	70·70	75·10	75·30	75·30	74·70	72·70	71·70	70·60	70·80	72·55	72·85
19	71·55	70·70	75·30	75·20	75·20	74·70	72·70	71·70	70·70	70·85	72·85	72·80
20	71·45	70·80	75·45	75·10	75·10	74·70	72·80	71·70	70·80	70·95	72·95	72·80
21	71·45	70·80	75·30	75·05	75·05	74·80	72·85	71·70	70·85	70·95	72·95	72·80
22	71·35	70·70	75·45	75·05	74·95	74·80	72·80	71·70	70·85	71·05	73·05	72·60
23	71·35	70·70	75·70	74·85	74·85	74·85	72·70	71·60	70·95	71·10	73·05	72·55
24	71·30	70·60	76·10	74·95	74·95	74·85	72·60	71·55	70·95	71·10	73·05	72·55
25	71·20	70·60	76·45	74·85	74·85	74·95	72·60	71·45	70·85	71·20	73·20	72·55
26	71·20	70·70	76·55	74·95	74·95	74·95	72·55	71·20	70·85	71·20	73·35	72·55
27	71·20	70·70	76·10	74·95	74·95	74·95	72·55	71·10	70·95	71·20	73·30	72·55
28	71·30	70·60	75·80	75·20	75·20	74·95	72·55	71·05	70·95	71·20	73·30	72·45
29	71·20	..	75·80	75·20	75·20	74·85	72·45	70·85	70·95	71·30	73·20	72·45
30	71·10	..	76·30	75·35	75·20	74·85	72·35	70·85	70·85	71·30	73·20	72·45
31	71·10	...	76·60	..	75·05	..	72·20	70·70	.....	71·30	.....	72·45

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1903.

TABLE No. 358.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	72·35	71·95	72·30	75·35	73·85	73·95	74·20	72·20	71·35	70·85	71·60	70·70
2	72·30	72·05	72·35	75·30	73·95	73·95	74·45	72·10	71·30	70·85	71·60	70·70
3	72·20	72·10	72·30	75·20	74·05	73·85	74·85	71·60	71·20	71·05	71·55	70·70
4	72·10	72·30	72·45	75·10	74·10	73·85	74·70	71·55	71·10	71·10	71·55	70·60
5	72·10	72·20	72·45	75·10	74·30	73·70	74·45	71·35	70·85	71·20	71·55	70·60
6	71·95	72·10	72·55	75·05	74·45	73·70	74·20	71·20	70·85	71·35	71·55	70·70
7	71·95	72·10	72·60	75·30	74·60	73·55	74·20	71·10	70·95	71·60	71·45	70·70
8	71·95	72·20	72·60	75·30	74·85	73·55	73·95	70·85	70·95	71·70	71·45	70·70
9	71·85	72·20	72·35	75·55	74·95	73·45	73·80	70·80	71·05	71·95	71·45	70·80
10	72·20	72·20	72·20	75·35	75·05	73·35	73·70	70·85	71·05	72·10	71·10	70·70
11	72·30	72·20	72·05	75·30	75·10	73·30	73·60	70·80	71·05	72·30	70·95	70·80
12	72·35	72·30	72·05	75·10	75·30	73·30	73·45	70·80	71·05	72·35	70·80	70·85
13	72·30	72·30	72·45	74·95	75·35	73·55	73·35	70·70	70·85	72·30	70·70	70·85
14	72·20	72·30	74·05	74·95	75·30	73·55	73·30	70·80	70·80	72·10	70·70	70·85
15	72·05	72·35	75·30	74·85	75·30	73·70	73·10	70·80	70·80	72·20	70·60	70·80
16	72·05	72·35	75·30	74·60	75·35	73·70	73·05	70·80	70·80	72·20	70·55	70·85
17	72·05	72·45	75·55	74·60	75·45	73·80	72·85	70·85	70·85	72·30	70·60	70·80
18	71·95	72·60	75·55	74·60	75·30	73·80	72·70	70·95	70·80	72·20	70·70	70·85
19	72·05	72·60	75·20	74·60	75·30	73·95	72·60	71·05	70·85	72·20	70·80	70·85
20	72·05	72·55	75·60	74·60	75·30	74·05	72·60	71·10	70·85	72·30	70·85	70·85
21	72·10	72·55	77·35	74·60	75·30	74·05	72·55	71·10	70·85	72·30	70·85	70·95
22	72·10	72·45	77·55	74·70	75·10	74·10	72·45	71·20	71·10	72·20	70·85	70·95
23	72·10	72·35	77·70	74·70	74·95	74·10	72·45	71·20	71·20	72·10	70·85	71·05
24	72·20	72·35	77·70	70·60	74·85	74·20	72·45	71·35	71·20	72·10	70·80	71·10
25	72·20	72·35	77·80	74·60	74·85	74·20	72·35	71·35	71·20	72·05	70·70	71·20
26	72·10	72·30	77·70	74·55	74·85	74·20	72·35	71·20	71·30	72·05	70·60	71·30
27	72·05	72·20	77·35	74·35	74·80	74·30	72·35	71·10	71·45	71·95	70·85	71·45
28	72·05	72·20	76·80	71·45	74·80	74·20	72·35	71·05	71·55	71·95	70·95	71·45
29	72·05	.....	76·20	74·30	74·55	74·20	72·30	70·95	71·45	71·95	70·70	71·55
30	71·95	.....	75·80	74·20	74·35	74·20	72·30	70·85	71·35	71·85	70·70	71·55
31	71·85	.....	75·60	.....	74·10	.....	72·20	70·85	.....	71·80	.....	71·35

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1904.

TABLE No. 359.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·35	71·55	70·80	74·35	77·95	78·20	74·70	72·20	71·05	71·55	71·95	71·35
2	71·20	71·60	70·80	74·10	77·95	78·35	74·45	71·95	71·10	71·80	72·05	71·35
3	71·05	71·95	70·70	75·85	78·10	78·70	74·35	71·85	71·20	71·80	72·10	71·35
4	70·85	71·95	70·70	76·20	78·35	78·85	74·20	71·80	71·30	71·80	72·05	71·30
5	70·70	72·05	70·80	76·55	78·35	78·95	74·05	71·70	71·20	71·80	72·05	71·20
6	70·70	72·10	70·85	76·85	78·95	78·95	73·85	71·60	71·20	71·95	72·05	71·20
7	70·95	72·35	70·85	77·45	79·20	78·85	73·70	71·55	71·30	72·10	72·05	71·20
8	71·05	72·55	70·85	77·60	79·45	78·85	73·70	71·35	71·20	72·20	71·95	71·30
9	71·10	72·60	70·95	77·55	79·45	78·85	73·70	71·30	71·20	72·20	71·95	71·30
10	71·35	72·70	70·95	78·70	79·55	78·95	73·70	71·20	71·20	72·20	72·10	71·10
11	71·35	72·85	70·85	78·45	79·45	79·05	73·60	71·20	71·20	71·35	72·05	71·35
12	71·35	72·95	70·95	78·35	79·45	78·95	73·60	71·20	71·30	72·45	72·05	71·55
13	71·35	73·05	71·05	78·05	79·45	78·95	73·60	71·20	70·95	72·45	71·95	71·55
14	71·45	73·05	70·95	77·55	79·45	78·95	73·60	71·10	70·85	72·55	71·85	71·45
15	71·45	73·10	70·95	77·20	79·20	78·45	73·60	71·10	70·85	72·55	71·85	71·30
16	71·55	73·10	71·05	76·55	78·95	78·20	73·55	71·05	70·80	72·55	71·80	71·35
17	71·55	72·70	71·10	76·60	78·70	78·20	73·45	71·05	70·80	72·45	71·80	71·35
18	71·55	72·55	71·10	76·60	78·45	77·85	73·35	71·05	70·80	72·55	71·80	71·35
19	71·60	72·05	71·20	76·45	78·45	77·70	73·20	71·20	70·80	72·60	71·70	71·45
20	71·60	71·35	71·30	75·45	78·35	77·55	72·95	71·30	70·80	72·60	71·70	71·55
21	71·55	71·30	71·20	75·05	78·45	76·45	72·70	71·30	70·70	72·70	71·70	71·45
22	71·55	71·10	71·30	74·70	78·45	76·45	72·55	71·35	70·70	72·70	71·60	71·45
23	71·55	71·05	71·45	74·55	78·35	76·10	72·55	71·35	71·10	72·95	71·60	71·35
24	71·60	70·95	71·45	74·45	78·30	75·95	72·45	71 30	71·20	73·35	71·55	71·55
25	71·60	70·85	71·55	74·45	78·30	75·85	72·45	71·20	71·45	72·95	71·55	71·45
26	71·55	70·85	71·55	75·70	78·30	75·55	72·35	71·20	71·35	72·85	71·45	71·45
27	71·55	70·80	72·45	76·05	78·20	75·45	72·35	71·10	71·30	72·85	71·45	71·45
28	71·15	70·70	72·70	76·20	78·20	75·35	72·30	71·10	71·30	72·80	71·45	71·45
29	71·60	70·70	73·10	76·55	78·10	75·30	72·30	71·05	71·30	72·80	71·45	71·30
30	71·55	.....	73·70	77·20	78·10	75·05	72·30	71·05	71·30	72·80	71·45	71·10
31	71·55	.....	74·05	.....	78·20	.....	72·20	71·05	.....	72·80	.....	71·10

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1905.

TABLE No. 360.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·45	72·20	72·85	75·20	72·60	74·70	72·55	71·80	70·60	70·60	71·30	71·35
2	71·35	72·20	72·80	75·80	72·85	74·60	72·45	71·80	70·55	70·55	71·30	71·20
3	71·45	72·30	72·80	75·55	73·20	74·55	72·35	71·70	70·60	70·45	71·30	71·10
4	71·45	72·35	72·70	75·55	73·45	74·45	72·20	71·70	70·55	70·35	71·20	71·05
5	71·45	72·35	72·55	75·60	73·60	74·20	72·05	71·60	70·55	70·30	71·30	71·05
6	71·45	72·55	72·45	75·70	73·70	74·20	71·95	71·55	70·55	70·20	71·10	71·05
7	71·55	72·55	72·35	75·80	73·95	74·20	71·95	71·60	70·55	70·20	71·10	71·05
8	71·55	72·55	72·20	75·35	74·10	74·05	71·85	71·60	70·55	70·20	71·05	70·95
9	71·55	72·55	72·10	74·85	74·35	74·05	71·70	71·55	70·55	70·20	71·10	71·05
10	71·55	72·60	72·05	74·55	74·55	74·05	71·70	71 55	70·55	70·20	71·05	71·05
11	71·55	72·60	72·05	74·20	75·05	73·85	71·55	71·35	70·45	70·20	70·95	71·05
12	71·55	72·60	72·05	71·10	75·20	73·85	71·55	71·30	70·45	70·20	70·95	70·95
13	71·70	72·80	71·80	74·05	75·45	73·70	71·70	71·20	70·45	70·10	70·85	71·05
14	71·70	72·70	71·80	73·85	75·55	73·70	71·60	71·20	70·45	70·10	70·95	71·05
15	71·70	72·70	71·80	73·70	75·55	73·55	71·70	71·20	70·35	70·20	70·85	71·05
16	71·85	72·70	71·70	73·60	75·60	73·55	71·70	71·10	70·35	70·20	70·85	70·95
17	72·05	72·85	71·70	73·35	75·60	73·55	71·70	71·10	70·45	70·30	70·95	70·95
18	71·95	72·95	71·70	73·05	75·60	73·55	71·70	71·10	70·45	70·20	70·85	70·85
19	71·85	73·05	71·60	73·05	75·55	73·55	71·80	71·05	70·45	70·55	70·80	70·85
20	71·80	72·70	71·60	73·05	75·45	73·55	71·80	70·95	70·45	70·70	70·70	70·80
21	71·70	72·70	71·60	72·85	75·60	73·45	71·80	70·95	70·60	70·80	70·70	70·80
22	71·70	72·70	71·55	72·70	75·55	73·45	71·80	70·70	70·60	70·85	70·85	70·70
23	71·70	72·80	71·55	72·60	75·55	73·35	71·70	70·70	70·70	70·95	70·70	70·70
24	71·80	72·85	71·45	72·55	75·60	73·10	71·70	70·70	70·70	70·85	70·70	70·70
25	71·85	72·80	71·45	72·45	75·35	73·10	71·70	70·60	70·60	70·85	70·80	70·80
26	71·85	72·85	71·45	72·45	75·20	73·05	71·80	70·60	70·55	71·10	70·80	70·60
27	71·95	72·95	71·55	72·45	75·20	72·95	71·60	70·55	70·55	71·10	70·85	70·60
28	72·05	72·95	72·05	72·45	75·05	72·85	71·60	70·55	70·55	71·20	70·95	70·60
29	72·20		72·30	72·55	74·85	72·85	71·70	70·55	70·55	71·20	71·05	70·55
30	72·20		73·20	72·55	74·80	72·60	71·70	70·55	70·55	71·30	71·10	70·55
31	72·30		74·05		74·80		71·80	70·55		71·30		70·55

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1906.

TABLE No. 381.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·55	72·55	71·80	72·35	74·10	75·20	74·05	71·10	69·85	69·35	70·70	70·95
2	70·60	72·45	71·70	72·35	74·10	75·05	74·05	71·05	69·95	69·30	70·80	70·95
3	70·70	72·45	71·60	72·20	74·10	74·85	73·85	70·95	70·05	69·35	70·80	71·05
4	70·70	72·35	71·60	72·35	74·20	75·05	73·70	70·85	70·05	70·35	70·80	71·05
5	70·70	72·45	71·55	72·35	74·20	75·05	73·70	70·95	69·70	69·35	69·60	71·10
6	70·85	72·45	71·45	72·35	74·30	74·60	73·60	70·85	69·70	69·35	69·60	70·70
7	70·95	72·30	71·30	72·35	74·55	74·85	73·30	70·85	69·70	69·30	70·80	70·70
8	70·95	72·35	71·20	72·35	74·70	75·20	73·05	70·85	69·70	69·30	70·80	70·70
9	70·95	72·30	70·95	72·30	74·95	75·95	73·10	70·80	69·70	69·30	70·80	69·60
10	70·95	72·20	70·95	72·35	74·95	75·95	72·85	70·80	69·70	69·30	70·70	69·60
11	71·05	72·20	70·95	72·30	75·05	75·70	72·85	70·80	69·60	69·30	70·80	69·55
12	71·10	72·30	70·85	72·30	75·10	75·45	72·70	70·70	69·60	69·35	70·80	69·55
13	71·20	72·10	70·85	72·30	75·30	75·15	72·55	70·70	69·55	69·35	70·70	69·55
14	71·05	72·10	70·85	72·45	75·60	75·20	72·35	70·55	69·55	69·35	70·70	69·60
15	70·85	71·95	70·80	72·45	75·85	75·10	72·20	70·55	69·55	69·35	69·60	70·85
16	70·80	71·85	70·80	72·45	75·85	75·10	72·10	70·55	69·55	69·35	69·60	70·95
17	70·70	71·80	70·70	72·60	75·85	75·10	72·10	70·30	69·45	69·45	69·60	70·70
18	70·70	71·70	70·70	72·70	75·95	75·05	71·95	70·20	69·35	69·45	69·60	70·70
19	70·70	71·55	70·60	72·70	75·95	74·95	71·85	70·20	69·35	69·35	69·60	70·70
20	70·60	71·55	70·60	72·85	75·95	74·85	71·70	70·20	69·30	69·60	69·60	70·70
21	70·60	71·45	70·55	72·85	75·85	74·70	71·60	70·10	69·30	69·60	69·60	70·60
22	70·55	71·45	70·55	72·95	75·85	74·60	71·55	70·10	69·30	69·60	70·80	70·60
23	70·55	71·70	70·45	73·45	75·95	74·60	71·45	70·20	69·35	69·60	70·85	70·60
24	71·20	71·80	70·45	73·55	75·80	74·55	71·35	70·10	69·30	70·80	70·80	70·35
25	72·20	71·80	70·45	73·55	75·70	74·55	71·35	70·10	69·30	70·80	70·70	70·35
26	72·95	71·80	70·35	73·95	75·70	74·45	71·30	70·20	69·30	70·85	70·85	70·30
27	73·20	72·35	70·70	73·05	75·45	74·35	71·30	70·05	69·30	70·85	70·95	70·20
28	73·10	71·85	71·70	74·05	75·35	74·20	71·20	69·95	69·30	70·80	71·10	70·30
29	73·05		72·70	74·05	75·35	74·05	71·20	69·95	69·30	70·85	71·05	70·35
30	72·85		72·70	74·05	75·30	74·05	71·20	69·85	69·30	70·85	71·05	70·35
31	73·05		72·85		75·20		71·10	69·85		70·85		70·35

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1907.

TABLE No. 362.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·35	71·10	73·05	76·55	72·95	76·30	74·20	72·20	70·85	71·55	71·95	71·85
2	70·30	71·05	72·95	76·70	74·95	76·10	74·10	72·10	70·95	71·45	71·70	71·95
3	70·20	70·95	72·85	76·05	76·20	76·10	74·20	72·10	70·95	71·55	71·80	71·70
4	70·20	70·95	73·20	75·85	76·45	76·05	74·20	72·10	70·95	71·55	71·85	71·70
5	70·35	71·20	73·20	75·70	78·45	75·95	74·10	72·10	70·85	71·60	71·85	71·70
6	70·45	71·20	73·20	75·30	76·20	75·95	74·05	72·05	70·80	71·60	71·85	71·55
7	70·45	71·30	73·30	75·30	75·35	76·10	73·95	71·95	70·70	71·70	72·20	71·60
8	70·55	71·70	73·35	74·35	75·35	76·10	73·70	72·10	70·70	71·70	72·55	71·55
9	70·55	71·60	73·35	74·20	75·20	76·05	73·80	71·85	70·70	71·60	72·35	71·55
10	70·60	71·60	73·20	73·95	75·20	76·10	73·70	71·80	70·60	71·60	72·20	71·55
11	70·60	71·55	71·30	73·60	74·95	76·05	73·60	71·70	70·60	71·60	72·20	71·55
12	70·55	71·55	71·45	73·70	74·95	75·95	73·60	71·55	70·60	71·60	72·20	71·30
13	70·60	71·60	71·20	73·70	74·95	75·85	73·30	71·55	70·70	71·60	72·05	71·20
14	70·70	71·60	71·30	73·35	74·95	75·80	73·20	71·55	70·70	70·70	72·05	71·30
15	70·70	71·60	71·20	73·95	74·85	75·60	73·05	71·55	70·80	71·70	71·95	71·10
16	70·60	71·60	71·10	73·70	75·35	75·55	72·95	71·55	70·85	71·85	71·95	71·35
17	70·60	72·45	71·10	72·95	75·70	75·55	72·95	71·60	70·85	71·70	71·95	72·05
18	70·60	72·45	71·10	72·95	75·70	75·30	73·05	71·30	71·05	71·85	71·95	71·85
19	70·60	72·45	74·10	72·95	75·70	75·20	72·85	71·20	71·05	71·60	72·05	71·95
20	70·70	72·45	71·10	73·05	75·95	75·05	72·60	71·20	71·10	71·70	70·05	71·85
21	70·95	72·70	71·20	73·20	76·20	74·95	72·60	71·10	71·10	71·80	72·05	71·95
22	70·95	72·70	71·20	73·20	76·45	74·95	72·55	71·10	71·20	71·70	72·10	71·95
23	70·95	72·85	71·30	73·10	76·05	74·55	72·55	71·05	71·20	71·70	72·10	71·95
24	71·10	72·85	71·40	72·95	77·10	74·55	72·55	71·05	71·30	71·70	72·05	72·05
25	74·20	73·05	71·70	73·10	76·70	74·35	72·55	70·95	71·30	71·85	72·10	71·85
26	71·20	73·05	72·45	73·10	76·70	74·30	72·45	70·95	71·45	71·70	72·10	71·85
27	71·10	73·05	72·45	73·10	76·55	74·20	72·35	70·80	71·35	71·70	72·05	71·95
28	71·20	73·10	71·70	73·20	76·45	74·10	72·30	70·80	71·35	71·70	72·05	71·95
29	71·20		75·20	73·20	76·45	72·10	72·10	70·85	71·45	71·70	72·05	71·85
30	71·30		75·60	73·20	76·45	74·30	72·10	70·85	71·55	71·70	71·95	71·95
31	71·20		76·10		76·45		72·20	70·85		71·70		72·05

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1908.

TABLE No. 363.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	72·35	72·35	73·20	73·95	76·20	79·95	73·95	70·70	70·20	69·30	68·70	69·55
2	72·30	72·30	73·20	71·20	75·95	79·95	73·95	70·70	70·20	69·20	68·95	69·55
3	72·35	72·20	73·30	71·10	76·10	79·95	73·80	70·60	70·20	69·20	68·95	70·20
4	72·35	72·30	73·10	71·70	76·10	79·85	73·55	70·55	70·30	69·20	68·85	70·55
5	72·20	72·35	73·10	75·05	77·20	79·85	73·10	70·35	70·30	69·20	68·85	70·55
6	72·30	74·10	73·10	75·05	78·10	79·85	73·55	70·45	70·20	69·20	68·95	70·35
7	72·30	74·20	73·20	75·10	78·10	79·70	73·10	70·35	70·10	69·20	68·95	70·35
8	72·20	74·10	72·95	75·10	78·10	79·55	73·20	70·35	70·10	69·20	69·05	70·30
9	72·45	74·20	71·95	75·20	78·70	79·35	73·20	70·20	69·95	69·20	69·10	70·30
10	72·20	74·05	71·95	76·35	79·60	77·85	73·05	70·20	69·85	69·20	69·10	70·35
11	72·20	73·85	71·95	76·35	80·10	77·55	72·95	70·10	69·85	69·20	69·10	70·20
12	72·15	73·85	71·95	76·35	80·20	77·10	72·95	70·10	69·85	69·10	69·10	70·20
13	72·15	73·70	72·95	76·55	80·10	75·85	72·95	70·20	69·85	69·10	69·10	70·20
14	72·35	73·55	73·05	76·15	80·55	75·85	73·05	70·20	69·85	69·10	69·10	70·20
15	72·30	73·15	72·95	76·15	80·55	75·55	72·80	70·20	69·80	69·10	69·10	70·20
16	72·30	73·05	73·05	75·15	80·35	75·55	72·80	70·05	69·80	69·10	69·10	70·20
17	72·30	73·05	73·05	76·55	80·15	75·80	72·70	69·85	69·70	69·10	69·10	70·10
18	72·35	73·05	73·20	76·20	80·55	75·60	72·85	69·85	69·70	69·10	69·10	70·10
19	72·45	73·05	72·85	76·20	80·55	75·55	72·80	69·80	69·70	69·10	69·10	70·10
20	72·55	73·05	71·80	76·55	80·45	75·55	72·70	69·80	69·60	69·10	69·10	70·10
21	72·45	72·85	71·70	76·55	80·55	75·60	72·80	69·85	69·60	69·05	69·10	70·05
22	72·55	72·85	71·70	76·30	80·45	76·10	72·55	69·80	69·55	69·05	69·10	70·05
23	72·55	72·85	71·70	76·35	80·30	76·10	72·60	69·80	69·55	69·05	69·10	70·05
24	72·55	73·20	71·70	75·35	80·20	76·30	71·95	69·70	69·55	69·05	69·10	70·05
25	72·55	73·20	72·20	75·20	79·95	75·35	72·55	69·70	69·55	68·95	69·20	70·10
26	72·60	73·35	72·20	75·20	79·60	74·20	72·20	69·70	69·55	68·95	69·20	70·20
27	72·60	73·45	72·30	76·35	79·55	73·95	72·20	69·60	69·45	68·95	69·30	70·10
28	72·60	73·55	72·30	76·10	79·10	73·95	72·05	69·60	69·15	69·05	69·35	70·20
29	72·60	73·55	72·30	76·10	79·10	74·20	71·70	69·35	69·45	69·05	69·35	70·30
30	72·35	..	72·55	76·20	79·05	73·95	71·70	69·05	69·35	69·05	69·55	70·35
31	72·20		72·55		78·95		71·70	69·05		68·70	.....	69·70

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1909.

TABLE No. 364.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·55	70·35	71·30	71·60	76·35	81·05	74·10	73·95	71·60	71·60	71·10	71·60
2	70·45	70·35	71·30	71·80	76·70	80·85	74·05	73·95	71·60	71·60	71·05	71·70
3	70·45	70·35	71·30	72·10	77·70	80·55	73·85	73·95	71·55	71·70	71·10	71·70
4	70·35	70·35	71·10	72·35	77·70	80·10	73·80	73·80	71·55	71·70	71·10	71·60
5	70·30	70·70	71·20	72·70	77·45	79·85	73·60	73·60	71·55	71·60	71·05	71·55
6	70·20	70·70	71·30	73·55	77·20	79·55	73·55	73·55	71·60	71·60	70·95	71·15
7	70·20	70·70	71·35	74·70	77·20	79·20	73·35	73·35	71·55	71·70	70·95	71·60
8	70·60	70·70	71·35	75·70	77·05	78·85	73·20	73·05	71·55	71·80	71·05	71·35
9	70·60	70·60	71·35	76·95	77·10	78·55	73·20	72·95	71·60	71·80	71·05	71·30
10	70·60	70·70	71·45	76·95	77·30	78·10	73·10	72·70	71·60	71·80	71·10	71·60
11	70·55	70·80	71·45	76·60	77·45	77·80	73·05	72·70	71·70	71·70	71·05	71·85
12	70·55	70·85	71·35	76·05	78·20	77·45	72·95	72·60	71·70	71·70	71·05	72·05
13	70·55	70·85	71·35	75·70	79·05	77·20	72·80	72·45	71·60	71·60	71·05	71·85
14	70·55	70·55	71·35	76·80	79·20	76·95	72·70	72·30	71·80	71·55	71·05	71·80
15	70·55	70·55	71·30	76·80	79·35	76·70	72·70	72·30	71·85	71·35	71·95	71·85
16	70·55	70·55	71·30	76·70	79·60	76·15	72·60	72·35	71·80	71·30	70·95	71·85
17	70·55	70·60	71·30	76·70	79·85	76·20	72·55	72·35	71·70	71·20	70·05	71·60
18	70·45	70·70	71·30	76·55	80·10	75·95	72·35	72·30	71·70	71·20	71·05	71·60
19	70·45	70·80	71·20	76·70	80·35	75·95	72·35	72·30	71·80	71·20	71·10	71·55
20	70·55	70·80	71·20	76·95	80·55	75·55	72·30	72·20	71·70	71·20	71·20	71·60
21	70·55	70·80	71·10	77·10	80·70	74·95	72·30	72·10	71·70	71·10	71·30	71·70
22	70·60	70·80	70·95	77·10	80·95	74·70	72·50	72·05	71·85	71·20	71·30	71·60
23	70·55	70·70	70·70	77·10	81·20	75·15	72·50	71·95	71·80	71·30	71·15	71·60
24	70·55	70·70	70·70	76·85	81·20	75·20	72·35	71·95	71·85	71·20	71·15	71·55
25	70·55	70·80	70·70	76·85	81·20	74·95	72·35	71·85	71·85	71·20	71·60	71·55
26	70·45	70·95	70·85	76·70	81·20	74·80	72·35	71·70	71·95	71·20	71·60	71·15
27	70·45	71·20	70·95	76·70	81·20	74·70	72·70	71·80	71·95	71·10	71·55	71·35
28	70·45	71·20	71·05	76·55	81·30	71·55	72·85	71·85	71·85	71·10	71·55	71·35
29	70·45	.	71·10	76·70	81·15	74·35	73·20	71·70	71·95	71·05	71·55	71·35
30	70·35		71·20	76·70	81·15	74·30	73·60	71·60	71·85	71·05	71·60	71·35
31	70·35		71·35	..	81·20	....	73·80	71·70	.	71·05	.....	71·15

ELEVATIONS of Ottawa River, at foot of Carillon Canal, Carillon, Que., during 1910.

TABLE No. 365.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·45	71·60	71·45	73·80								
2	71·55	71·60	71·45	74·20								
3	71·35	71·55	71·30	74·35								
4	71·35	71·55	71·30	74·30								
5	71·35	71·45	71·45	74·55								
6	71·55	71·45	71·55	74·70								
7	71·45	71·35	71·60	74·85								
8	71·35	71·55	71·95	74·95								
9	71·35	71·60	72·30	75·10								
10	71·30	71·60	72·70	75·20								
11	71·30	71·55	72·60	75·35								
12	71·30	71·60	72·55	75·35								
13	71·30	71·60	72·35	75·30								
14	71·20	71·55	72·30	75·20								
15	71·35	71·55	72·10	75·20								
16	71·45	71·45	71·80	75·05								
17	71·45	71·45	71·60	74·95								
18	71·45	71·45	71·60	74·95								
19	71·35	71·60	71·55	74·95								
20	71·30	71·55	71·45	74·85								
21	71·30	71·55	71·45	74·85								
22	71·30	71·45	71·80	74·95								
23	71·35	71·45	72·20	74·95								
24	71·45	71·45	72·80	75·10								
25	71·55	71·35	73·20	75·20								
26	71·60	71·35	73·70	75·35								
27	71·80	71·55	73·95	75·35								
28	71·80	71·55	73·80	75·55								
29	71·80		73·60	75·80								
30	71·60		73·60	75·95								
31	71·55		73·70									

ELEVATIONS of Ottawa River, head of Ste. Anne's Lock, Ste. Anne, Que., during 1870.

TABLE No. 366.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·05	70·90	71·05	69·80	78·25	72·75	70·50	70·00	69·05	68·65	69·80	70·30
2	70·05	70·90	70·90	70·15	78·15	72·55	70·40	69·90	69·05	68·65	69·80	70·25
3	70·15	70·90	70·75	70·55	78·00	72·50	70·40	69·90	69·05	68·65	69·90	70·25
4	70·15	70·90	70·55	71·00	77·80	72·30	70·30	69·80	69·05	68·65	69·90	70·25
5	70·15	70·90	70·40	71·40	77·75	72·25	70·30	69·80	69·05	68·65	70·00	70·25
6	70·15	70·90	70·30	71·80	77·55	72·15	70·30	69·80	69·05	68·75	70·00	70·25
7	70·25	70·90	70·25	72·25	77·40	72·05	70·30	69·80	69·05	68·65	70·05	70·25
8	70·25	70·90	70·15	72·65	77·25	72·05	70·30	69·75	69·05	68·65	70·15	70·25
9	70·25	70·90	70·15	73·25	77·05	72·00	70·30	69·75	69·05	68·55	70·30	70·15
10	70·30	70·75	70·15	73·80	76·90	72·00	70·30	69·75	69·05	68·55	70·40	70·15
11	70·30	70·55	70·15	74·50	76·75	71·90	70·25	69·75	69·00	68·55	70·55	70·15
12	70·40	70·40	70·05	75·15	76·55	71·90	70·25	69·75	69·00	68·50	70·65	70·15
13	70·50	70·40	70·05	75·50	76·40	71·80	70·25	69·65	69·00	68·50	70·80	70·15
14	70·50	70·40	70·05	75·80	76·25	71·80	70·25	69·65	69·00	68·50	70·90	70·15
15	70·55	70·50	70·05	76·15	75·90	71·75	70·25	69·65	69·00	68·50	70·90	70·15
16	70·55	70·50	70·05	76·50	75·55	71·75	70·25	69·55	69·00	68·40	71·00	70·15
17	70·55	70·55	70·05	76·65	75·30	71·65	70·25	69·55	69·00	68·50	71·00	70·05
18	70·55	70·65	70·05	76·80	75·05	71·55	70·15	69·55	69·00	68·50	71·00	70·05
19	70·65	70·75	70·05	77·05	74·90	71·50	70·15	69·50	69·00	68·65	70·90	70·05
20	70·75	70·90	70·00	77·30	74·75	71·40	70·15	69·50	69·00	68·75	70·90	70·05
21	70·75	71·05	69·90	77·55	74·50	71·30	70·15	69·40	69·00	68·80	70·80	70·05
22	70·75	71·15	69·80	77·75	74·30	71·25	70·15	69·40	68·90	68·90	70·80	70·05
23	70·80	71·25	69·80	77·90	74·05	71·15	70·15	69·30	68·80	68·90	70·75	70·05
24	70·90	71·30	69·80	78·05	73·90	71·05	70·15	69·30	68·80	69·00	70·65	70·05
25	70·90	71·25	69·80	78·15	73·65	71·00	70·15	69·30	68·75	69·15	70·55	70·05
26	70·90	71·25	69·80	78·20	73·50	70·90	70·05	69·25	68·75	69·25	70·50	70·00
27	70·90	71·25	69·80	78·30	73·25	70·80	70·05	69·25	68·65	69·30	70·40	70·00
28	70·90	71·15	69·80	78·30	73·05	70·75	70·05	69·15	68·65	69·50	70·30	70·00
29	70·90		69·80	78·30	73·00	70·65	70·00	69·15	68·65	69·55	70·30	69·90
30	70·90		69·80	78·30	72·90	70·55	70·00	69·05	68·65	69·65	70·30	69·90
31	70·90		69·80		72·80		70·00	69·05		69·75		69·90

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, head of Ste. Anne's Lock, Ste. Anne, Que., during 1871.

TABLE No. 367.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·05	70·05	70·05	71·25	75·40	74·30	71·90	70·55	69·15	68·30	69·15	69·15
2	70·00	70·15	70·05	71·30	75·65	74·15	71·80	70·50	69·15	68·25	69·15	69·15
3	69·90	70·30	70·05	71·30	75·90	74·25	71·75	70·50	69·05	68·25	69·15	69·15
4	69·80	70·55	70·05	71·40	76·15	74·05	71·65	70·50	69·05	68·30	69·15	69·05
5	69·75	70·75	70·00	71·50	76·40	73·90	71·50	70·40	69·00	68·35	69·15	69·05
6	69·65	70·90	70·00	71·65	76·55	73·75	71·40	70·40	69·00	68·40	69·15	69·05
7	69·65	70·90	70·05	71·80	76·65	73·65	71·30	70·40	68·90	68·40	69·15	69·00
8	69·65	71·00	70·15	72·00	76·75	73·55	71·30	70·30	68·80	68·50	69·15	69·00
9	69·65	71·00	70·25	72·15	76·80	73·50	71·25	70·30	68·80	68·50	69·15	69·00
10	69·65	70·90	70·40	72·30	76·80	73·40	71·25	70·25	68·75	68·55	69·15	69·00
11	69·65	70·90	70·65	72·50	76·75	73·30	71·25	70·25	68·75	68·55	69·15	69·00
12	69·65	70·90	71·00	72·65	76·65	73·25	71·15	70·15	68·65	68·65	69·15	68·90
13	69·65	70·80	71·40	72·80	76·55	73·15	71·15	70·05	68·65	68·65	69·25	68·90
14	69·65	70·80	71·80	72·90	76·50	73·05	71·15	70·00	68·55	68·65	69·25	68·90
15	69·65	70·80	72·15	73·00	76·40	73·00	71·05	69·90	68·55	68·75	69·30	68·90
16	69·65	70·80	72·15	73·05	76·30	73·00	71·05	69·90	68·55	68·75	69·40	68·90
17	69·65	70·55	72·15	73·15	76·15	72·90	71·00	69·80	68·50	68·75	69·50	68·90
18	69·65	70·75	72·15	73·15	76·05	72·90	71·00	69·75	68·50	68·80	69·55	68·90
19	69·65	70·40	72·15	73·25	75·90	72·80	70·90	69·65	68·50	68·80	69·55	68·90
20	69·65	70·25	72·15	73·30	75·80	72·75	70·90	69·65	68·40	68·80	69·65	68·90
21	69·65	70·15	72·15	73·50	75·65	72·75	70·80	69·55	68·40	68·90	69·75	68·90
22	69·75	70·15	72·15	73·75	75·50	72·65	70·80	69·55	68·40	68·90	69·75	68·90
23	69·75	70·15	72·15	74·00	75·30	72·55	70·80	69·50	68·35	68·90	69·80	68·90
24	69·80	70·05	72·00	74·25	75·15	72·55	70·75	69·50	68·35	69·00	69·75	69·00
25	69·80	70·05	71·80	74·50	75·00	72·50	70·75	69·40	68·35	69·00	69·65	69·00
26	69·90	70·00	71·65	74·65	74·90	72·40	70·75	69·40	68·35	69·00	69·55	69·00
27	69·90	70·00	71·55	74·80	74·75	72·30	70·65	69·30	68·35	69·05	69·50	69·00
28	70·00	70·00	71·50	75·00	74·65	72·15	70·65	69·30	68·35	69·05	69·40	69·00
29	70·00		71·40	75·15	74·55	72·05	70·65	69·25	68·35	69·05	69·30	69·00
30	70·05		71·30	75·30	74·50	72·00	70·55	69·25	68·35	69·15	69·25	69·00
31	70·05		71·25	.....	74·40	.....	70·55	69·15	.....	69·15	.....	69·00

ELEVATIONS of Ottawa River, head of Ste. Anne's Lock, Ste. Anne, Que., during 1872.

TABLE No. 368.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·00	69·00	69·90	70·30	72·50	75·05	71·40	70·40	69·55	70·55	71·15	71·30
2	69·00	69·00	69·90	70·40	72·55	75·00	71·30	70·40	69·50	70·55	71·15	71·25
3	69·00	69·00	69·90	70·40	72·90	75·00	71·25	70·40	69·50	70·50	71·15	71·15
4	69·00	69·00	70·00	70·40	73·15	74·90	71·15	70·40	69·50	70·50	71·15	71·05
5	69·00	69·05	70·05	70·50	73·30	74·80	71·15	70·40	64·40	70·55	71·15	71·00
6	69·00	69·05	70·25	70·50	73·50	73·90	71·05	70·25	69·40	70·65	71·15	71·00
7	69·00	69·05	70·40	70·55	73·75	74·65	71·05	70·25	69·50	70·80	71·05	71·00
8	69·00	69·15	70·40	70·55	74·00	74·55	71·00	70·25	69·50	71·00	71·05	70·90
9	69·00	69·15	70·40	70·55	74·15	74·50	71·00	70·15	69·55	71·25	71·05	70·90
10	69·00	69·25	70·55	70·65	74·40	74·40	71·00	70·05	69·55	71·30	71·05	70·90
11	69·00	69·25	70·75	70·65	74·55	74·30	70·90	70·00	69·65	71·30	71·00	70·90
12	69·00	69·25	70·90	70·75	74·75	74·15	70·90	69·90	69·65	71·25	71·00	70·90
13	69·00	69·15	70·90	70·90	75·00	74·05	70·80	69·80	69·75	71·15	71·00	70·90
14	69·00	69·15	70·90	71·05	75·25	74·00	70·80	69·75	69·75	71·15	71·00	70·90
15	69·00	69·15	70·75	71·25	75·40	73·75	70·80	69·75	69·80	71·15	71·00	70·80
16	69·00	69·05	70·75	71·40	75·55	73·75	70·75	69·65	69·80	71·05	71·00	70·80
17	69·00	69·05	70·65	71·55	75·75	73·65	70·75	69·65	69·90	71·05	71·00	70·80
18	69·00	69·05	70·65	71·50	75·90	75·55	70·75	69·65	70·05	71·00	71·00	70·80
19	69·00	69·00	70·55	71·40	75·80	73·30	70·65	69·55	70·25	71·00	71·00	70·80
20	69·00	69·00	70·55	71·30	75·75	73·15	70·65	69·55	70·40	71·05	71·00	70·80
21	69·00	69·05	70·50	71·40	75·65	73·00	70·65	69·55	70·55	71·15	71·90	70·80
22	69·00	69·05	70·50	71·50	75·55	72·80	70·55	69·55	70·65	71·15	71·90	70·80
23	69·00	69·05	70·50	71·55	75·50	72·55	70·55	69·65	70·65	71·25	71·00	70·75
24	69·00	69·15	70·40	71·65	73·40	72·40	70·55	69·75	70·65	71·25	71·05	70·75
25	69·00	69·25	70·40	71·80	75·30	72·25	70·50	69·90	70·65	71·30	71·15	70·75
26	69·00	69·10	70·40	71·90	75·25	72·05	70·50	69·90	70·65	71·30	71·25	70·75
27	69·00	69·50	70·30	72·05	75·15	71·90	70·50	69·80	70·65	71·25	71·25	70·75
28	69·00	69·65	70·30	72·15	75·15	71·80	70·50	69·65	70·65	71·25	71·30	70·75
29	69·00	69·80	70·30	72·30	75·05	71·65	70·40	69·55	70·65	71·25	71·30	70·75
30	69·00	.....	70·30	72·40	75·05	71·50	70·40	69·55	70·65	71·15	71·40	70·75
31	69·00	.....	70·30	.....	75·05	.....	70·40	69·55	.....	71·15	.....	70·75

ELEVATIONS of Ottawa River, head of Ste. Anne's Lock, Ste. Anne, Que., during 1873.

TABLE No. 369.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·75	71·65	70·90	71·25	74·10	77·90	73·55	71·05	69·65	69·80	71·65	70·55
2	70·80	71·75	70·90	71·40	74·50	77·90	73·40	71·00	69·65	69·90	71·65	70·55
3	70·80	71·80	70·90	71·55	74·55	77·90	73·25	71·00	69·55	70·15	71·55	70·55
4	70·80	71·90	70·90	71·75	74·65	77·90	73·05	70·90	69·55	70·40	71·55	70·65
5	70·90	71·90	71·00	71·75	74·80	77·80	72·90	70·90	69·55	70·65	71·50	70·75
6	70·90	71·80	71·00	71·80	75·00	77·75	72·75	70·80	69·55	70·90	71·50	70·75
7	70·90	71·75	71·00	71·80	75·15	77·55	72·55	70·80	69·50	71·05	71·40	70·75
8	71·00	71·65	71·00	71·90	75·30	77·40	72·50	70·75	69·50	71·15	71·40	70·75
9	71·00	71·55	71·00	71·90	75·50	77·25	72·40	70·75	69·50	71·25	71·40	70·75
10	71·00	71·50	71·00	72·25	75·65	77·00	72·30	70·65	69·50	71·25	71·30	70·65
11	71·00	71·40	71·00	72·55	75·80	76·80	72·15	70·55	69·40	71·30	71·25	70·65
12	71·00	71·30	71·00	72·90	76·00	76·55	72·05	70·55	69·40	71·30	71·25	70·65
13	71·05	71·25	71·00	73·30	76·25	76·30	71·90	70·40	69·40	71·40	71·15	70·65
14	71·05	71·25	71·05	73·65	76·50	76·05	71·80	70·40	69·40	71·40	71·15	70·65
15	71·05	71·15	71·05	74·00	76·80	75·90	71·75	70·40	69·40	71·40	71·05	70·65
16	71·15	71·15	71·05	74·30	77·15	75·65	71·75	70·40	69·40	71·50	71·05	70·65
17	71·15	71·15	71·05	74·75	77·30	75·40	71·75	70·25	69·40	71·50	71·00	70·55
18	71·25	71·15	71·05	74·80	77·40	75·25	71·50	70·15	69·40	71·50	71·00	70·55
19	71·25	71·15	71·05	75·00	77·50	75·00	71·50	70·15	69·30	71·50	70·90	70·55
20	71·25	71·05	71·05	75·00	77·55	74·80	71·40	70·05	69·30	71·50	70·90	70·55
21	71·30	71·05	71·05	75 00	77·50	74·65	71·30	70·05	69·30	71·55	70·90	70·50
22	71·30	71·05	71·05	74·90	77·40	74·50	71·30	70·00	69·30	71·55	70·80	70·50
23	71·30	71·00	71·05	74·90	77·30	74·30	71·25	70·00	69·40	71·55	70·80	70·50
24	71·30	71·00	71·05	74·80	77·40	74·25	71·25	69·90	69·50	71·55	70·75	70·50
25	71·40	71·00	71·05	74·75	77·40	74·05	71·25	69·90	69·55	71·65	70·75	70·40
26	71·40	71·00	71·05	74·65	77·50	74·00	71·25	69·80	69·55	71·65	70·65	70·10
27	71·50	71·00	71·15	74·55	77·50	73·90	71·15	69·80	69·65	71·65	70·65	70·40
28	71·50	70·90	71·15	71·50	77·55	73·80	71·15	69·75	69·65	71·65	70·65	70·40
29	71·50	.	71·15	71·40	77·55	73·75	71·15	69·75	69·75	71·65	70·55	70·40
30	71·55	.....	71·15	71·40	77·65	73·65	71·05	69·65	69·75	71·65	70·55	70·30
31	71·55	.	71·15	..	77·75	..	71·05	69·65	.	71·65	..	70·30

ELEVATIONS of Ottawa River, head of Ste. Anne's Lock, Ste. Anne, Que., during 1874.

TABLE No. 370.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·30	70·90	70·15	70·90	71·30	76·30	74·90	71·00	69·30	68·65	68·75	68·90
2	70·30	70·90	70·25	70·80	71·30	76·25	74·80	70·90	69·30	68·55	68·75	69·00
3	70·30	70·90	70·25	70·75	71·25	76·25	74·30	70·90	69·25	68·55	68 75	69·00
4	70·25	70·90	70·30	70·75	71·15	76·15	74·05	70·80	69·25	68·55	68·75	69·00
5	70·25	70·90	70·40	70·65	71·15	76·15	74·00	70·75	69·15	68·55	68·75	69·00
6	70·30	70·80	70·50	70·55	71·30	76·05	73·80	70·75	69·15	68·65	68·75	69·05
7	70·30	70·80	70·50	70·50	71·50	76·05	73·75	70·65	69·15	68·65	68·75	69·05
8	70·30	70·80	70·55	70·10	71·75	76·00	73·55	70·65	69·05	68·75	68·75	69·05
9	70·40	70·80	70·65	70·30	71·90	75·90	73·50	70·55	69·05	68·80	68·75	69·05
10	70·40	70·75	70·75	70·30	72·15	75·80	73·30	70·50	69·05	68·80	68·75	69·05
11	70·40	70·75	70·75	70·30	72·30	75·75	73·25	70·40	69·00	68·75	68·80	69·15
12	70·40	70·65	70·80	70·40	72·55	75·65	73·05	70·30	69·00	68·75	68·80	69·15
13	70·50	70·65	70·80	70·50	72·80	75·55	73·00	70·25	68·90	68·75	68·80	69·15
14	70·50	70·55	70·90	70·55	73·05	75·50	72·80	70·15	68·90	68·75	68·80	69·15
15	70·55	70·55	71·00	70·75	73·30	75·40	72·75	70·05	68·80	68·75	68·80	69·15
16	70·55	70·50	71·05	70·90	73·65	75·30	72·55	70·00	68·90	68·80	68·80	69·25
17	70·55	70·40	71·05	71·00	74·00	75·25	72·50	70·00	68·80	68·65	68·80	69·25
18	70·65	70·30	71·15	71·00	74·10	75·15	72·30	69·90	68·80	68·65	68·90	69·25
19	70·65	70·25	71·25	71·05	74·75	75·05	72·25	69·90	68·80	68·65	68·90	69·25
20	70·75	70·25	71·30	71·15	75·05	75·05	72·05	69·80	68·80	68·65	68·90	69·25
21	70·75	70·15	71·40	71·25	75·30	75·15	71·90	69·80	68·80	68·65	68·90	69·30
22	70·75	70·05	71·40	71·30	75·55	75·15	71·80	69·75	68·75	68·65	68·90	69·30
23	70·80	70·00	71·30	71·40	75·80	75·25	71·65	69·75	68·75	68·65	68·90	69·30
24	70·80	70·00	71·25	71·50	76·00	75·30	71·55	69·65	68·65	68·65	68·90	69·30
25	70·80	70·05	71·25	71·55	76·15	75·40	71·40	69·55	68·65	68·65	68·90	69·05
26	70·90	70·15	71·15	71·65	76·30	75·50	71·30	69·55	68·65	68·65	68·90	69·00
27	70·90	70·15	71·05	71·65	76·30	75·50	71·25	69·50	68·65	68·65	68·90	68·90
28	70·90	70·15	71·05	71·75	76·30	75·40	71·15	69·50	68·65	68·65	68·90	68·90
29	70·90	....	71·00	71·75	76·25	75·30	71·15	69·40	68·65	68·65	68·90	68·90
30	70·90	..	70·90	71·80	76·25	75·15	71·05	69·40	68·65	68·65	68·90	68·90
31	70·90		70·90	..	76·30	.....	71·05	69·30	. . .	68·65	....	68·90

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, head of Ste. Anne's Lock, Ste. Anne, Que., during 1875.

TABLE No. 371.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1...	69·65	69·40	71·30		73·30	77·25	73·25	71·90		70·25	71·00	71·25
2...	69·65	69·25	71·00		73·15	77·05	73·05	71·80		70·25	71·00	71·00
3...	69·40	69·05	71·30		73·00	76·90	73·00	71·75		70·25	71·00	71·00
4...	69·30	68·90	70·90		74·05	76·55	72·90	71·65		70·30	71·00	71·00
5...	69·50	69·05	70·90		74·30	76·40	72·80	71·50		70·40	71·00	70·90
6...	69·30	69·25	71·30		74·25	76·25	72·75	71·30		70·40	71·05	70·90
7...	69·25	69·40	71·40		74·55	76·00	72·75	71·40		70·55	71·05	70·90
8...	69·05	69·65	71·50		74·90	75·75	72·75	71·30		70·40	71·15	70·90
9...	69·00	70·00	71·30		75·05	75·55	72·65	71·25		70·40	71·15	70·90
10...	69·00	70·40	71·25		75·25	75·40	72·55	71·25		70·10	71·25	70·80
11...	69·05	70·75	71·00		76·00	75·15	72·50	71·15		70·50	71·30	70·75
12...	69·00	70·90	70·90		76·30	75·00	72·40	71·05		70·50	71·15	70·75
13...	69·05	71·00	70·40		76·80	74·75	72·25	71·05		70·50	71·15	70·75
14...	69·15	71·30	70·30		77·25	74·75	72·15	71·15		70·55	71·15	70·65
15...	69·15	71·40	70·15		77·65	74·50	72·15	71·15		70·55	71·05	70·55
16...	69·05	71·40	70·05		78·00	74·25	72·15	71·05		70·75	71·05	70·65
17...	69·15	71·30	70·05		78·40	74·25	72·15	71·30		70·75	71·30	70·90
18...	69·25	71·40	70·05		78·75	74·15	72·05	71·55		70·75	71·25	70·80
19...	69·30	71·40	70·15		78·90	74·15	72·00	71·55		70·80	71·30	70·75
20...	69·50	71·50	70·15		79·05	73·90	72·00	71·55		70·80	71·00	70·80
21...	69·55	71·40	70·25		79·05	73·80	71·90	71·55		70·75	71·05	70·90
22...	69·40	71·50	70·10		79·00	73·65	71·80	71·55		70·80	71·00	71·00
23...	69·30	71·40	70·25		78·75	73·55	71·80	71·40		70·80	70·90	70·75
24...	69·25	71·40	70·30		78·55	73·40	71·80	71·10		70·80	70·90	70·65
25...	69·30	71·25	70·30		78·50	73·10	71·80	71·30		70·80	70·90	70·65
26...	69·25	71·25	74·25		78·40	73·25	71·90	71·30		70·55	70·90	70·75
27...	69·30	71·05	70·15		78·25	73·30	71·80	71·30		70·80	70·90	70·80
28...	69·40	71·00	70·05		78·05	73·25	71·80	71·30		70·80	70·90	70·75
29...	69·50		69·90		78·05	73·25	71·90	71·25		70·80	70·90	70·65
30...	69·55		69·90		77·80	73·25	72·00	71·15		70·80	71·00	70·65
31...	69·50		70·00		77·65		71·90	71·05		71·00		70·65

ELEVATIONS of Ottawa River, head of Ste. Anne's Lock, Ste. Anne, Que., during 1876.

TABLE No. 372.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1...	70·50	71·65	71·65	72·40	77·15	79·30	75·30	72·00	70·40		70·50	71·25
2...	70·55	71·65	71·65	72·30	76·80	79·05	75·25	71·90	70·10		70·65	71·30
3...	70·65	71·65	71·65	72·25	76·80	78·90	75·05	71·80	70·40		70·80	71·15
4...	70·90	71·65	71·65	72·15	76·90	78·55	74·80	71·75	70·30		70·80	71·00
5...	71·05	71·80	71·80	72·15	77·05	78·40	74·75	71·80	70·30		70·80	70·90
6...	71·05	72·00	72·00	72·15	77·75	78·15	74·65	71·65	70·05		70·80	70·90
7...	71·05	71·90	71·90	72·25	77·80	77·80	74·65	71·65	70·05		70·90	70·90
8...	71·05	71·75	71·75	72·40	78·30	77·55	74·65	71·65	70·05		71·00	70·80
9...	71·15	71·65	71·65	72·50	78·65	77·40	74·75	71·55	70·05		71·05	70·80
10...	71·05	71·80	71·80	72·40	79·15	77·15	74·65	71·50	70·05		71·15	70·90
11...	71·25	71·90	71·90	72·40	79·65	77·05	74·55	71·50	70·00		71·15	71·05
12...	71·80	71·80	71·80	72·40	80·15	77·00	74·50	71·40	69·90		71·30	71·05
13...	71·90	71·90	71·90	72·50	80·50	76·80	74·25	71·30	70·00		71·40	71·00
14...	71·80	72·00	72·00	72·75	80·75	76·80	74·15	71·25	70·00		71·50	70·80
15...	71·75	72·15	72·15	73·25	81·05	76·80	74·00	71·15	69·80		71·40	70·80
16...	71·55	72·00	72·00	73·90	81·05	76·80	73·90	71·05	69·90		71·40	70·80
17...	71·50	72·00	72·00	74·40	81·05	76·90	73·65	71·05	71·00		71·40	70·90
18...	71·50	72·00	72·00	74·65	81·05	76·90	73·50	71·00	70·80		71·50	70·90
19...	71·50	72·00	72·00	74·90	81·05	76·80	73·25	70·80	71·00		71·40	70·90
20...	71·65	72·05	72·05	74·90	80·90	76·80	73·15	70·80	71·00		71·40	70·80
21...	71·65	72·05	72·05	74·90	80·90	76·80	73·00	70·90	70·90		71·40	70·90
22...	71·65	72·00	72·00	75·15	80·80	76·75	72·90	70·80	70·90		71·40	70·90
23...	71·65	72·05	72·05	75·50	80·75	76·65	72·90	70·75	70·90		71·30	70·90
24...	71·75	72·15	72·15	75·65	80·65	76·50	72·75	70·75	70·90		71·40	70·80
25...	71·80	72·30	72·30	75·80	80·65	76·30	72·75	70·65	70·90		71·25	70·90
26...	71·75	72·65	72·65	75·90	80·40	76·25	72·55	70·55	71·00		71·30	70·90
27...	71·75	72·80	72·80	76·15	80·25	76·00	72·50	70·65	71·00		71·30	71·00
28...	71·80	72·80	72·80	76·55	80·05	75·80	72·30	70·65	71·00		71·25	71·15
29...	71·80	72·65	72·65	76·55	80·05	75·65	72·30	70·40	71·05		71·30	71·15
30...	71·75		72·55	76·90	79·75	75·65	72·25	70·40	71·05		71·25	71·15
31...	71·65		72·50		79·55		72·15	70·40				71·15

ELEVATIONS of Ottawa River, head of Ste. Anne's Lock, Ste. Anne, Que., during 1877.

TABLE No. 373.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·05	70·90	70·05	70·50	74·15	72·75	71·55	70·90	70·30	69·50	70·15	72·00
2	70·90	70·80	70·05	70·50	74·15	72·65	71·55	70·90	70·30	69·50	70·25	72·00
3	70·90	70·50	70·05	70·90	74·05	72·65	71·55	70·90	70·25	69·50	70·30	72·00
4	70·90	70·40	70·05	71·25	73·90	72·55	71·55	70·90	70·15	69·55	70·40	72·00
5	71·05	70·25	70·00	71·40	73·90	72·40	71·55	70·80	70·00	69·65	70·55	72·00
6	71·25	70·15	70·00	71·50	73·90	72·25	71·55	70·75	70·05	69·65	70·55	72·00
7	71·25	70·15	70·00	71·55	73·90	72·15	71·55	70·65	70·15	69·65	70·65	72·00
8	71·30	70·05	70·00	71·80	73·75	72·05	71·55	70·65	70·15	69·65	70·55	72·00
9	71·25	70·05	70·00	71·80	73·65	72·05	71·55	70·75	70·15	69·75	70·80	72·00
10	71·05	70·05	69·90	71·90	73·65	72·05	71·55	70·75	70·15	69·80	71·00	72·30
11	71·00	70·05	69·90	71·90	73·40	72·00	71·50	70·65	70·05	69·90	71·05	72·30
12	70·80	70·00	69·90	71·90	73·30	71·90	71·50	70·65	70·05	70·00	71·05	72·05
13	70·75	70·00	69·90	72·05	73·30	71·90	71·40	70·55	70·00	70·00	71·00	71·80
14	70·80	69·90	70·00	72·05	73·25	71·90	71·25	70·50	70·00	70·00	70·90	71·90
15	70·65	69·90	70·00	72·05	73·05	71·90	71·25	70·40	70·00	70·05	70·90	72·05
16	70·75	70·15	70·00	72·05	72·90	71·90	71·25	70·40	69·90	70·15	70·90	72·00
17	70·90	70·05	70·00	72·15	72·90	71·80	71·25	70·40	69·80	70·25	70·90	71·90
18	70·90	70·00	70·00	72·15	72·80	71·80	71·25	70·40	69·80	70·25	71·00	71·80
19	70·90	70·00	70·00	72·15	72·75	71·80	71·25	70·50	69·75	70·30	71·05	71·65
20	71·05	70·05	70·00	72·40	72·75	71·80	71·25	70·55	69·65	70·40	71·15	71·65
21	71·00	70·25	69·90	72·80	72·75	71·80	71·25	70·55	69·65	70·50	71·15	71·65
22	70·80	70·25	69·90	73·00	73·00	71·75	71·15	70·55	69·65	70·50	71·25	71·65
23	70·75	70·15	69·90	73·15	73·00	71·75	71·05	70·55	69·50	70·50	71·30	71·65
24	70·75	70·15	69·90	73·25	73·00	71·75	71·00	70·50	69·40	70·50	71·40	71·50
25	70·80	70·15	70·00	73·25	73·00	71·75	71·00	70·40	69·40	70·65	71·50	71·50
26	70·90	70·05	70·05	73·50	73·00	71·75	71·00	70·40	69·40	70·55	71·65	71·50
27	71·05	70·05	70·15	73·75	73·00	71·75	71·00	70·40	69·40	70·50	71·75	71·40
28	71·05	70·05	70·25	73·80	72·90	71·65	71·05	70·30	69·40	70·50	71·90	71·50
29	71·05	....	70·30	73·90	72·90	71·65	71·00	70·30	69·50	70·50	72·00	71·25
30	71·00	....	70·40	73·90	72·90	71·65	71·00	70·30	69·50	70·50	72·00	71·25
31	70·90	....	70·40	.....	72·75	....	71·00	70·30	.....	70·50	.....	71·25

ELEVATIONS of Ottawa River, head of Ste. Anne's Lock, Ste. Anne, Que., during 1878.

TABLE No. 374.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·25	70·50	69·90	71·00	73·15	73·15	71·90	70·80	70·65	71·40	74·00	73·25
2	71·25	70·55	69·90	71·00	73·15	73·15	71·90	70·80	70·50	71·40	74·05	73·40
3	71·25	70·55	69·90	71·00	73·15	73·15	71·90	70·80	70·40	71·40	73·75	73·40
4	71·05	70·50	69·90	71·00	73·55	73·15	71·90	70·80	70·40	71·40	73·75	73·50
5	71·00	70·40	69·90	71·05	73·25	73·05	72·00	70·80	70·40	71·40	73·75	73·50
6	70·90	70·25	69·90	71·15	73·30	73·05	72·00	70·80	70·40	71·40	73·75	73·50
7	70·90	70·25	69·90	71·25	73·40	72·90	71·90	70·80	70·40	71·40	73·75	73·40
8	70·80	70·15	69·90	71·40	73·55	72·90	71·90	70·80	70·40	71·40	73·55	73·15
9	70·90	70·15	70·15	71·50	73·80	72·75	71·80	70·80	70·30	71·40	73·40	73·05
10	70·90	70·15	70·55	71·50	73·80	72·75	71·80	70·80	70·25	71·40	73·30	73·05
11	70·90	70·15	70·75	71·55	73·80	72·75	71·75	70·80	70·15	71·40	73·25	73·25
12	70·90	70·15	70·90	71·80	73·90	72·75	71·65	70·80	70·15	71·30	73·15	74·25
13	70·90	70·15	71·00	72·05	74·00	72·55	71·55	70·90	70·05	71·30	73·15	74·25
14	70·90	70·15	70·90	72·50	74·00	72·50	71·55	70·90	70·05	71·40	73·15	74·25
15	70·90	70·15	70·90	72·50	74·05	72·40	71·50	71·00	70·05	71·40	73·15	74·25
16	70·90	70·05	70·90	72·65	74·05	72·40	71·40	71·00	70·05	71·50	73·15	74·25
17	70·90	70·05	70·90	72·65	74·00	72·55	71·40	71·00	70·15	71·55	73·15	74·25
18	70·90	69·90	71·05	72·80	73·90	72·55	71·40	71·05	70·25	71·75	73·05	72·25
19	70·90	70·00	71·25	72·80	73·65	72·25	71·40	71·05	70·25	71·90	73·00	74·25
20	71·00	70·00	71·15	72·80	73·65	72·15	71·40	71·15	70·40	72·15	72·90	74·25
21	70·80	70·00	71·15	72·80	73·65	72·05	71·30	71·15	70·55	72·15	73·80	74·00
22	70·90	70·00	71·05	72·80	73·55	72·00	71·25	71·05	70·80	72·30	73·75	74·00
23	70·80	70·00	71·05	72·80	73·50	72·00	71·15	71·00	70·15	72·40	73·15	73·75
24	70·75	70·00	71·05	72·80	73·40	72·00	71·05	70·90	70·25	72·75	73·25	73·55
25	70·80	69·90	71·05	72·75	73·40	71·90	71·05	70·90	70·40	72·75	73·30	73·65
26	70·65	69·90	71·00	72·80	73·40	71·90	71·00	70·80	70·40	73·15	73·40	73·40
27	70·55	69·90	70·90	72·80	73·40	71·90	71·00	70·75	70·50	73·40	73·40	73·40
28	70·55	69·90	70·75	73·00	73·40	71·90	71·05	70·65	70·50	73·40	73·55	73·50
29	70·55	.	70·75	73·00	73·40	71·90	71·05	70·65	70·40	73·55	73·75	73·25
30	70·55	.	70·80	73·05	73·30	71·90	70·90	70·65	70·40	73·75	73·75	73·05
31	70·55	.	70·80	.....	73·30	.....	70·80	70·65	.....	73·75	.....	73·05

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1879.

TABLE No. 375.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	73·50	71·80	71·50	70·90	75·40	76·50	73·05	72·40	70·65	70·75	70·05	70·40
2	73·50	71·80	71·65	70·90	75·55	76·25	73·00	72·25	70·55	70·75	70·00	70·50
3	73·50	71·80	71·55	71·00	75·75	76·05	72·90	72·15	70·55	70·75	69·90	70·55
4	72·50	71·75	71·55	71·00	75·90	76·00	72·90	72·05	70·55	70·75	69·90	70·55
5	72·05	71·55	71·30	70·90	76·25	75·90	72·75	72·00	70·55	70·75	69·90	70·55
6	72·05	71·40	71·25	70·90	76·50	75·30	72·60	72·00	70·65	70·65	69·90	70·65
7	71·90	71·25	71·25	70·90	76·55	75·25	72·50	71·75	70·65	70·55	69·90	70·65
8	72·15	71·40	71·30	70·90	76·75	75·25	72·50	71·65	70·65	70·55	69·80	70·90
9	72·30	71·25	71·25	70·90	76·75	75·05	72·50	71·55	70·65	70·50	69·80	71·00
10	72·15	71·15	71·15	70·90	76·80	75·00	72·50	71·50	70·65	70·40	69·80	71·05
11	72·15	71·25	71·05	71·00	76·80	73·90	72·40	71·40	70·65	70·40	69·80	71·05
12	72·25	71·30	71·05	71·05	76·90	74·75	72·40	71·30	70·55	70·40	69·80	71·25
13	72·00	71·40	71·05	71·25	76·90	74·65	72·40	71·25	70·55	70·40	69·90	71·40
14	72·00	71·40	71·05	71·55	76·90	74·00	72·40	71·25	70·55	70·40	69·90	71·50
15	72·00	71·40	70·90	71·75	77·00	74·40	72·40	71·25	70·55	70·40	69·90	71·50
16	72·00	71·50	70·90	71·90	77·25	74·25	72·40	71·15	70·55	70·40	69·90	71·55
17	72·05	71·50	71·00	72·40	77·55	74·25	72·40	71·15	70·65	70·40	70·05	71·65
18	72·15	71·50	71·05	72·75	78·05	74·15	72·40	71·15	70·75	70·40	70·05	71·65
19	72·05	71·40	71·15	72·90	78·40	74·15	72·40	71·15	70·75	70·40	70·05	71·65
20	72·15	71·55	71·05	73·05	78·55	73·90	72·40	71·05	70·80	70·40	70·05	71·65
21	72·00	71·75	70·90	73·40	78·75	73·90	72·40	71·05	70·80	70·40	70·15	71·65
22	71·80	71·80	70·90	73·65	78·80	73·90	72·40	71·05	70·80	70·30	70·30	71·65
23	71·80	71·80	70·90	73·65	78·80	73·90	72·40	71·00	70·90	70·30	70·30	71·75
24	71·80	71·80	70·80	73·75	78·50	73·80	72·40	70·90	70·90	70·30	70·40	71·80
25	71·80	71·75	70·75	73·80	78·25	73·55	72·40	70·90	70·90	70·25	70·25	71·90
26	71·80	71·65	70·65	73·80	77·90	73·55	72·40	70·90	70·90	70·15	70·25	72·15
27	71·75	71·55	70·65	73·90	77·25	73·55	72·40	70·90	70·90	70·15	70·25	72·15
28	71·75	71·50	70·65	74·40	77·40	73·55	72·40	70·90	70·90	70·15	70·25	72·15
29	71·75	.....	70·75	74·40	77·25	73·40	72·40	70·90	70·80	70·15	70·25	72·15
30	71·75	.....	70·80	74·40	76·90	73·25	72·40	70·90	70·80	70·15	70·25	72·00
31	71·80	.....	70·90	74·80	76·75	.....	72·40	70·90	.....	70·15	.....	72·00

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1880.

TABLE No. 376.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	72·00	71·40	71·40	71·00	75·90	77·30	74·15	72·25	70·80	70·25	71·40	72·15
2	72·00	71·50	71·65	71·05	76·00	77·15	73·90	72·15	70·80	70·25	71·40	72·15
3	71·90	71·55	72·00	71·30	76·00	77·05	73·80	72·05	70·80	70·25	71·40	72·15
4	71·90	71·65	71·65	72·90	76·00	76·90	73·65	72·05	70·80	70·30	71·40	72·15
5	71·90	71·75	71·75	73·25	76·00	76·75	73·50	72·05	70·80	70·30	71·40	72·15
6	71·80	71·40	71·75	73·40	76·00	76·65	73·50	72·05	70·80	70·50	71·40	72·15
7	71·75	71·40	71·75	74·05	76·25	76·55	73·40	72·05	70·80	70·65	71·50	72·05
8	71·75	71·50	71·75	71·05	76·40	76·40	73·30	72·00	70·80	70·75	71·55	71·90
9	71·80	71·55	71·65	74·00	76·50	76·30	73·25	71·90	70·80	70·80	71·65	71·90
10	71·75	71·65	71·65	74·00	75·90	76·25	73·05	71·75	70·80	70·50	71·90	71·90
11	71·65	71·80	71·90	73·90	77·05	76·25	73·00	71·55	70·80	70·80	72·40	71·90
12	71·65	71·90	71·90	73·90	77·25	76·15	72·90	71·55	70·80	71·00	72·65	71·80
13	71·65	71·55	71·90	73·80	77·40	76·15	72·90	71·50	70·90	71·05	72·90	71·55
14	71·75	71·50	71·90	73·80	77·65	76·05	72·80	71·50	70·90	71·05	73·15	71·40
15	71·75	71·40	71·90	73·75	76·90	76·05	72·75	71·40	70·80	71·05	73·40	71·40
16	71·75	71·30	71·90	73·65	77·25	76·00	72·65	73·30	70·80	71·05	73·55	71·40
17	71·55	71·15	71·90	73·65	78·05	75·80	72·50	71·30	70·55	71·05	73·55	71·10
18	71·50	71·05	71·90	73·65	78·15	75·65	72·40	71·25	70·55	71·05	73·55	71·40
19	71·40	71·40	71·65	74·05	78·25	75·55	72·30	71·05	70·55	71·05	73·40	71·50
20	71·25	71·55	71·40	74·15	78·00	75·50	72·30	71·05	70·55	71·15	73·25	71·55
21	71·30	71·65	71·30	74·25	78·05	75·30	72·30	70·05	70·55	71·25	73·25	71·65
22	71·40	71·65	71·25	74·40	78·05	75·00	72·30	71·05	70·55	71·25	73·25	71·65
23	71·55	71·55	71·25	74·55	78·00	74·90	72·30	71·05	70·50	71·25	73·40	71·65
24	71·55	71·40	71·25	74·80	77·90	71·80	72·30	71·05	70·30	71·25	73·55	71·65
25	71·55	71·40	71·25	74·90	78·00	74·75	72·30	71·05	70·30	71·25	73·65	71·65
26	71·55	71·50	71·25	75·00	77·65	74·55	72·25	70·90	70·30	71·25	73·25	71·65
27	71·40	71·50	71·25	75·35	77·65	74·40	72·25	70·90	70·30	71·30	72·55	71·55
28	71·40	71·25	71·00	75·50	77·55	74·30	72·25	70·90	70·30	71·30	72·30	71·50
29	71·40	71·25	71·00	75·65	77·50	74·30	72·25	70·90	70·30	71·40	72·30	71·55
30	71·40	.....	70·90	75·65	77·50	74·30	72·25	70·80	70·30	71·40	72·15	71·65
31	71·10	.....	70·90	.....	77·50	.....	72·25	70·80	.....	71·40	.....	71·80

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1881.

TABLE No. 377.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·75	71·15	70·80	71·40	73·30	75·55	72·00	70·90	69·75	.....	70·05	70·30
2	71·65	71·25	70·80	71·40	73·65	75·25	72·00	70·90	69·75	.....	70·05	70·30
3	71·55	71·40	70·90	71·40	74·25	75·05	72·00	70·90	69·75	.....	70·05	70·30
4	71·50	71·65	70·90	71·40	74·40	75·05	72·00	70·90	69·65	.....	70·05	70·30
5	71·40	71·75	70·75	71·30	74·65	74·90	71·90	70·80	69·55	.....	70·05	70·40
6	71·40	71·55	70·75	71·30	74·65	74·65	71·75	70·75	69·55	.....	70·05	70·50
7	71·40	71·40	70·75	70·90	74·65	74·50	71·80	70·75	69·55	.....	70·05	70·50
8	71·40	71·25	70·75	70·80	74·75	74·40	71·75	70·75	69·65	.....	70·15	70·55
9	71·40	70·90	70·75	70·80	74·75	74·30	71·65	70·65	69·50	....	70·25	70·55
10	71·40	70·90	70·75	70·90	74·75	74·00	71·55	70·55	69·50	....	70·40	70·55
11	71·30	70·75	70·75	71·15	74·80	73·90	71·50	70·55	69·50	.....	70·30	70·55
12	71·30	70·75	70·65	71·15	74·90	73·55	71·50	70·55	69·40	.....	70·30	70·55
13	71·40	70·75	70·65	71·15	75·00	73·50	71·50	70·55	69·30	.....	70·40	70·65
14	71·25	70·80	70·65	71·15	75·00	73·40	71·40	70·55	69·30	.....	70·55	70·65
15	71·25	70·75	70·80	71·15	75·00	73·30	71·40	70·55	69·30	.....	70·55	70·65
16	71·25	70·65	70·80	71·15	75·55	73·15	71·30	70·55	69·05	....	70·55	70·65
17	71·30	70·75	70·90	71·15	75·90	73·05	71·30	70·30	69·25	....	70·55	70·65
18	71·30	70·65	71·05	71·05	76·05	72·90	71·15	70·25	69·25	....	70·55	70·65
19	71·30	70·55	71·75	71·05	76·25	72·90	71·15	70·25	69·25	....	70·55	70·65
20	71·30	70·55	71·75	71·05	76·30	72·80	71·15	70·25	69·25	....	70·65	70·65
21	71·25	70·55	71·90	71·05	76·40	72·75	71·15	70·25	69·15	....	70·65	70·65
22	71·25	70·55	71·90	71·05	76·40	72·75	71·15	70·25	69·05	....	70·65	70·65
23	71·25	70·55	72·75	71·15	76·40	72·75	71·15	70·25	69·05	....	70·55	70·55
24	71·25	70·65	73·40	71·25	76·15	72·65	70·90	70·30	69·05	....	70·55	70·55
25	71·15	70·80	73·40	71·25	76·05	72·55	70·90	70·05	69·05	....	70·55	70·40
26	71·15	70·90	73·40	71·55	76·00	72·05	70·90	70·00	69·05	....	70·50	70·30
27	71·05	71·00	71·90	71·75	75·90	72·05	70·90	70·00	69·05	....	70·40	70·25
28	71·05	70·40	71·05	71·75	75·80	72·05	70·90	70·00	69·05	....	70·40	70·25
29	71·05	....	71·05	71·40	75·65	72·05	70·90	69·90	69·05	....	70·30	70·30
30	71·00	....	71·05	72·40	75·65	72·00	70·90	69·80	69·05	....	70·30	70·55
31	71·00	....	71·25	.....	75·55	....	70·90	69·75	.....	....	.....	70·00

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1882.

TABLE No. 378.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·80	70·90	70·55	71·25	73·80	76·55	74·90	72·80	72·40	72·50	71·40	72·40
2	70·40	70·90	70·65	71·25	73·80	76·55	74·75	72·75	72·30	72·40	71·40	72·25
3	70·75	70·90	71·40	71·40	73·80	76·65	74·65	72·65	72·30	72·40	71·50	72·25
4	70·90	70·90	72·05	71·40	73·80	76·65	74·55	72·65	72·25	72·30	71·50	70·90
5	70·90	70·90	72·05	71·55	73·90	76·75	74·55	72·55	72·25	72·15	71·50	71·40
6	71·00	70·90	72·05	71·55	73·90	76·75	74·55	72·50	72·25	72·15	71·50	71·50
7	71·15	70·90	72·15	71·55	73·90	76·75	74·50	72·30	72·25	72·05	71·50	71·50
8	71·15	70·90	71·90	71·75	73·90	76·55	74·40	72·25	72·15	72·00	71·50	71·55
9	71·00	70·90	71·75	72·25	74·00	76·40	74·30	72·25	72·05	71·90	71·50	71·65
10	70·75	70·90	71·75	72·40	74·00	76·30	74·25	72·25	72·05	71·90	71·50	71·55
11	70·75	70·25	71·75	72·40	74·05	76·15	74·25	72·15	72·05	71·80	71·50	71·10
12	70·55	70·40	71·75	72·40	74·15	76·00	74·05	72·05	72·05	71·65	71·50	71·30
13	70·50	70·40	71·65	72·30	74·30	75·90	73·90	72·05	72·00	71·55	71·50	71·30
14	70·40	70·40	71·50	72·25	74·50	75·80	73·90	72·00	72·00	71·55	71·55	71·30
15	70·15	70·55	71·25	72·15	74·65	75·75	73·90	71·90	72·00	71·55	71·65	71·30
16	70·00	70·55	71·25	72·25	74·75	75·65	73·75	71·90	72·00	71·55	71·75	71·30
17	69·90	70·75	71·25	72·25	74·80	75·50	73·55	71·90	72·00	71·50	71·90	71·30
18	70·25	70·90	71·25	72·25	74·90	75·40	73·40	72·00	71·90	71·50	72·05	71·40
19	70·40	70·90	71·25	72·25	74·90	75·40	73·40	72·05	71·90	71·40	72·25	71·10
20	70·65	70·90	69·90	72·75	75·00	75·40	73·30	72·25	72·00	71·40	72·40	71·50
21	70·90	71·00	70·30	73·00	75·15	75·50	73·25	72·40	72·00	71·40	72·50	71·50
22	70·90	71·05	70·75	73·50	75·30	75·50	73·05	72·55	72·05	71·40	72·50	71·55
23	70·90	71·05	70·40	73·50	75·50	75·50	73·00	72·65	72·05	71·40	72·50	71·55
24	70·75	71·05	70·40	73·75	75·65	75·40	72·90	72·65	72·05	71·40	72·50	71·40
25	70·75	70·90	70·40	73·80	75·80	75·40	72·80	72·65	72·05	71·40	72·50	71·30
26	70·75	70·90	70·55	73·80	76·05	75·30	72·75	72·65	72·15	71·40	72·50	71·25
27	70·75	70·40	70·75	73·80	76·15	75·25	72·65	72·65	72·30	71·40	72·50	71·25
28	70·75	70·55	70·90	73·80	76·25	75·25	72·55	72·55	72·40	71·40	72·15	71·15
29	70·80	.....	70·90	73·75	76·40	75·15	72·65	72·50	72·50	71·40	72·00	71·15
30	70·90	.....	71·00	73·75	76·50	75·00	72·75	72·40	72·55	71·40	71·90	71·00
31	70·90	...	71·00	...	76·55	.....	72·80	72·40	...	71·40	.....	71·00

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1883.

TABLE No. 379.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	71·00	70·80	71·40	70·90	73·65	76·05	75·40	73·55	71·65	71·40	71·65	73·40
2....	70·90	70·80	71·50	70·90	73·55	76·05	75·40	73·40	71·65	71·40	71·65	73·40
3....	70·90	70·90	71·40	70·90	73·50	76·00	75·55	73·40	71·55	71·40	71·75	73·50
4....	71·00	71·05	71·30	70·90	73·50	75·90	75·75	73·30	71·50	71·40	71·80	73·50
5....	70·90	71·05	71·25	70·80	73·75	75·80	75·75	73·25	71·50	71·40	72·75	73·55
6....	71·05	71·25	71·40	70·80	73·90	75·75	75·75	73·15	71·40	71·40	72·55	73·05
7....	71·00	71·30	71·40	70·80	74·00	75·75	75·55	73·15	71·30	71·40	72·40	72·80
8....	71·00	71·25	71·50	70·90	74·05	75·65	75·50	73·15	71·30	71·30	72·30	72·90
9....	71·00	71·25	71·55	70·90	74·05	75·50	75·40	73·05	71·30	71·30	72·30	73·00
10....	71·00	71·25	71·65	71·25	74·15	75·40	75·30	72·90	71·30	71·30	72·50	73·05
11....	71·00	71·40	71·65	71·65	74·25	75·30	75·25	72·90	71·30	71·30	72·55	73·15
12....	71·00	71·40	71·65	72·40	74·30	75·40	75·00	72·80	71·40	71·30	72·55	73·15
13....	70·90	71·40	71·75	72·80	74·50	75·50	74·90	72·75	71·40	71·30	72·65	73·00
14....	71·00	71·25	71·75	73·40	70·75	75·55	74·80	72·75	71·40	71·30	72·65	72·90
15....	71·00	71·25	71·65	73·90	74·90	75·50	74·75	72·55	71·50	71·40	72·75	72·90
16....	70·90	71·25	71·55	74·25	75·05	75·40	74·55	72·50	71·50	71·40	72·80	72·80
17....	70·90	71·30	71·55	74·50	75·05	75·40	74·50	72·50	71·50	71·50	72·80	72·75
18....	71·00	71·25	71·55	74·75	75·00	75·40	74·50	72·30	71·50	71·55	72·55	72·50
19....	71·00	71·05	71·55	74·90	74·90	75·40	74·65	72·25	71·50	71·65	72·55	72·50
20....	71·00	71·00	71·55	75·05	74·90	75·65	74·75	72·25	71·50	71·80	72·50	72·50
21....	71·00	71·25	71·55	75·15	74·90	75·75	74·75	72·25	71·40	71·80	72·50	72·50
22....	71·00	71·25	71·55	75·00	74·90	75·75	74·65	72·15	71·40	71·80	72·40	72·50
23....	71·25	71·25	71·50	75·00	75·00	75·65	74·65	72·15	71·40	71·80	72·50	72·55
24....	71·10	71·15	71·50	74·90	75·30	75·55	74·65	72·05	71·30	71·80	72·65	72·80
25....	71·05	71·25	71·50	74·65	75·40	75·40	74·50	72·00	71·30	71·80	72·75	72·80
26....	71·50	71·25	71·50	74·40	75·50	75·40	74·40	71·90	71·30	71·80	72·80	72·80
27....	71·40	71·25	71·30	74·25	75·65	75·40	74·25	71·90	71·25	71·80	72·90	72·65
28....	71·25	71·25	71·30	74·05	75·65	75·40	74·15	71·80	71·25	71·80	73·05	72·65
29....	71·15	.	71·25	74·05	75·75	75·40	74·00	71·80	71·25	71·75	73·25	72·65
30....	71·15		71·15	73·90	75·75	75·40	73·90	71·75	71·30	71·65	73·30	72·65
31....	71·15		71·05	....	75·75	....	73·75	71·75	....	71·55		72·75

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1884.

TABLE No. 380.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	72·75	72·30	72·90	74·90	75·75	75·80	72·90	71·90	71·00	70·90	72·30	72·00
2....	72·75	72·00	73·05	74·75	75·90	75·80	72·80	71·90	71·00	70·90	72·40	72·05
3....	72·75	72·05	73·05	74·55	76·00	75·65	72·75	72·00	70·90	71·00	72·40	71·90
4....	72·75	72·15	73·05	74·40	76·05	75·50	72·75	72·05	70·90	71·00	72·45	71·90
5....	72·80	72·25	73·05	74·30	76·25	75·25	72·50	72·25	70·90	71·00	72·40	72·00
6....	72·80	72·30	73·05	74·15	76·50	75·15	72·40	72·30	70·90	71·00	72·50	71·90
7....	72·90	72·50	73·00	73·90	76·50	75·05	72·10	72·40	70·90	71·00	72·50	72·55
8....	72·90	72·50	72·90	73·75	76·75	74·90	72·10	72·40	70·90	71·00	72·40	73·50
9....	72·90	72·50	72·90	73·75	76·90	74·80	72·10	72·40	70·80	71·00	72·40	73·80
10....	72·90	72·50	72·90	73·80	77·00	74·75	72·30	72·40	70·80	71·00	72·75	73·90
11....	72·80	72·50	72·80	74·00	77·05	74·75	72·25	72·40	70·80	71·00	72·30	73·65
12....	72·80	72·50	72·80	74·25	77·15	74·55	72·15	72·30	70·75	71·05	72·25	73·40
13....	72·80	72·50	72·55	74·30	77·15	74·50	72·15	72·30	70·75	71·05	72·25	73·30
14....	72·80	72·50	72·55	74·30	77·15	74·50	72·05	72·25	70·75	71·05	72·15	73·25
15....	72·75	72·40	72·55	74·30	77·15	74·40	72·05	72·05	70·75	71·15	72·15	73·15
16....	72·75	72·40	72·55	74·55	77·15	74·30	72·05	72·05	70·65	71·15	72·05	73·00
17....	72·65	72·40	72·50	74·75	77·15	74·25	72·00	72·00	70·65	71·15	72·15	73·15
18....	72·55	72·40	72·30	74·80	77·05	74·15	71·90	71·90	70·65	71·15	72·00	73·25
19....	72·50	72·40	72·30	74·90	77·00	74·00	71·80	71·80	70·65	71·15	72·00	73·05
20....	72·50	72·50	72·30	75·00	77·00	73·90	71·80	71·75	70·65	71·15	72·00	72·90
21....	72·55	72·50	72·15	75·15	77·00	73·75	71·80	71·55	70·65	71·15	72·00	72·80
22....	72·55	72·50	72·15	75·15	77·00	73·65	71·75	71·55	70·65	71·15	71·90	72·75
23....	72·55	72·55	72·25	75·25	77·00	73·55	71·75	71·50	70·65	71·30	72·00	72·90
24....	72·55	72·55	72·25	74·40	76·90	73·40	71·75	71·40	70·65	71·30	72·05	73·25
25....	72·50	72·55	72·40	74·40	76·80	73·30	71·75	71·30	70·65	71·40	72·25	73·40
26....	72·50	72·75	72·90	74·40	76·65	73·25	71·65	71·30	70·65	71·50	72·40	73·50
27....	72·50	72·80	73·15	75·55	76·50	73·15	71·75	71·25	70·65	71·55	72·30	73·30
28....	72·40	72·90	73·25	75·55	76·50	73·15	71·75	71·15	70·75	71·80	72·25	73·00
29....	72·50	72·90	73·55	75·65	76·40	73·05	71·75	71·05	70·75	72·15	72·25	72·75
30....	72·65	.	73·65	75·65	76·25	73·00	71·75	71·05	70·80	72·25	72·25	72·75
31....	72·65		74·90	....	76·05	.....	71·75	71·05	..	72·25	.....	72·75

ELEVATION of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1885.

TABLE No. 381.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	72·80	.....	73·05	72·00	78·75	76·75	74·80	73·00	71·40	71·05	71·30	71·75
2	72·90	.....	73·55	72·00	78·25	76·80	74·75	72·90	71·40	71·05	71·30	71·65
3	73·00	.....	73·25	72·05	77·55	76·90	74·75	72·80	71·40	71·05	71·30	71·90
4	73·25	.....	73·05	72·15	77·05	76·80	74·55	72·75	71·40	71·05	71·30	71·65
5	73·50	.....	73·00	72·25	76·80	76·75	74·40	72·75	71·30	71·00	71·30	71·65
6	73·55	.....	72·80	72·25	76·55	76·65	74·40	72·75	71·30	71·00	71·40	71·75
7	73·30	.....	72·75	72·25	76·40	76·55	74·25	72·55	71·25	70·90	71·50	71·90
8	73·05	.....	72·65	72·00	76·50	76·40	74·25	72·55	71·15	70·90	71·55	72·05
9	72·90	.....	72·55	72·00	76·50	76·25	74·30	72·50	71·15	70·80	71·75	72·25
10	72·75	.....	72·50	72·05	76·75	76·00	74·40	72·40	71·15	70·80	72·00	72·15
11	72·75	.....	72·50	72·05	77·00	75·90	74·30	72·40	71·15	70·75	72·15	72·00
12	72·75	.....	72·40	72·15	77·30	75·65	74·25	72·30	71·15	70·75	72·15	71·90
13	72·75	.....	72·40	72·25	77·30	75·50	74·15	72·30	71·15	70·65	72·15	71·90
14	72·80	.....	72·50	72·25	77·40	75·30	74·15	72·25	71·15	70·65	72·15	71·90
15	72·90	.....	72·30	72·30	77·50	75·25	74·15	72·25	71·15	70·75	72·15	71·80
16	72·90	.....	72·25	72·40	77·40	75·05	74·15	72·15	71·15	70·75	72·25	71·80
17	72·90	.....	72·05	72·80	77·40	75·00	74·05	72·05	71·15	70·80	72·25	71·90
18	72·80	.....	71·90	73·25	77·40	74·90	74·05	72·05	71·15	70·80	72·25	71·90
19	72·75	.....	71·90	74·25	77·40	74·80	74·05	72·00	71·05	71·00	72·25	72·00
20	72·75	.....	71·90	74·80	77·40	74·75	74·05	71·90	71·05	71·15	72·30	72·00
21	72·75	.....	71·90	75·40	77·40	74·75	74·00	71·90	71·05	71·30	72·30	72·00
22	72·65	.....	72·00	76·15	77·40	74·80	73·90	71·80	71·05	71·50	72·40	72·15
23	72·65	.....	72·05	76·75	77·40	74·90	73·75	71·80	71·15	71·50	72·40	72·30
24	72·65	.....	72·05	77·30	77·40	74·90	73·65	71·75	71·15	71·50	72·30	72·30
25	72·55	.....	72·05	77·40	77·30	74·90	73·55	71·75	71·15	71·40	72·30	72·40
26	72·50	.....	72·00	77·65	77·30	74·90	73·50	71·75	71·15	71·30	72·25	72·50
27	72·40	.....	72·00	77·90	77·25	74·90	73·40	71·65	71·05	71·30	72·15	72·50
28	72·55	.....	72·00	78·15	77·15	74·90	73·30	71·55	71·05	71·30	72·05	72·50
29	72·75	.....	72·00	78·40	77·05	74·90	73·25	71·50	71·05	71·30	71·90	72·50
30	72·55	.....	72·00	78·55	76·90	74·90	73·15	71·40	71·05	71·30	71·80	72·40
31	72·55	.....	72·00	.....	76·75	.....	73·05	71·40	.....	71·30	.....	72·25

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1886.

TABLE No. 382.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·40	72·90	73·65	72·05	78·40	74·75	73·30	72·40	70·80	71·15	71·75	71·55
2	71·40	72·90	74·05	73·05	78·30	74·65	73·25	72·40	70·90	71·15	71·75	71·25
3	71·40	72·90	74·40	74·25	78·25	74·40	73·25	72·30	71·00	71·15	71·75	71·40
4	71·40	72·90	74·50	74·50	78·15	74·25	73·25	72·30	71·05	71·25	71·75	71·55
5	71·90	72·90	74·25	74·40	78·00	74·25	73·25	72·25	71·05	71·30	71·65	71·55
6	73·40	73·00	73·90	74·55	77·80	74·15	73·05	72·25	71·05	71·30	71·65	71·65
7	73·75	73·00	73·55	74·15	77·65	74·05	72·90	72·15	71·05	71·40	71·65	71·50
8	73·90	73·15	73·25	74·00	77·50	74·00	72·80	72·05	71·15	71·40	71·65	71·50
9	74·00	73·25	73·05	73·00	77·30	73·90	72·75	71·90	71·15	71·40	71·55	71·40
10	73·80	72·90	73·00	73·80	77·25	73·90	72·75	71·90	71·15	71·40	71·40	71·40
11	73·55	72·50	72·80	74·00	77·05	73·90	72·65	71·90	71·15	71·40	71·30	71·25
12	73·55	72·55	72·80	74·15	76·90	73·90	72·65	71·80	71·05	71·40	71·25	71·15
13	73·55	72·40	72·80	74·25	76·75	73·90	72·55	71·80	71·05	71·40	71·25	71·05
14	73·55	72·40	72·40	74·80	76·55	73·90	72·50	71·75	71·05	71·40	71·25	71·05
15	73·50	72·50	72·25	75·40	76·40	73·90	72·40	71·75	70·90	71·40	71·25	71·05
16	73·50	72·75	72·15	75·75	76·25	73·90	72·40	71·65	70·80	71·40	71·25	71·05
17	73·50	72·55	72·15	75·25	76·05	73·80	72·40	71·55	70·80	71·40	71·25	71·05
18	73·50	72·65	72·15	75·80	75·90	73·80	72·40	71·50	70·80	71·40	71·30	71·05
19	73·40	72·55	71·90	77·05	75·80	73·80	72·40	71·50	70·80	71·30	71·40	71·05
20	73·25	72·65	71·90	77·75	75·75	73·75	72·40	71·40	70·75	71·30	71·50	71·05
21	73·30	72·65	71·90	77·80	75·55	73·65	72·40	71·40	70·75	71·30	71·50	71·05
22	73·30	72·55	71·90	78·05	75·50	73·65	72·40	71·30	70·75	71·40	71·50	71·05
23	73·25	72·75	71·90	78·40	75·40	73·55	72·40	71·30	70·75	71·40	71·50	71·00
24	73·40	72·65	71·90	78·55	75·30	73·55	72·50	71·30	70·80	71·55	71·55	71·05
25	73·55	72·65	71·90	78·55	75·25	73·55	72·50	71·15	70·80	71·65	71·55	71·05
26	73·55	72·80	71·90	78·65	75·15	73·50	72·50	71·15	70·80	71·65	71·55	71·07
27	73·50	73·00	71·90	78·55	75·05	73·50	72·50	71·05	70·75	71·65	71·55	71·05
28	73·30	73·30	71·90	78·55	75·00	73·50	72·50	71·05	70·75	71·75	71·50	70·80
29	73·15	.....	71·90	78·50	74·80	73·40	72·50	70·90	70·90	71·75	71·50	70·90
30	73·00	.....	71·90	78·50	74·75	73·40	72·40	70·80	72·05	71·75	71·50	71·05
31	72·90	.....	71·90	.....	74·65	.....	72·40	70·75	.....	71·75	.....	71·05

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1887.

TABLE No. 383.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·05	72·15	72·30	....	77·25	75·65	72·50	71·50	70·05	69·30	69·40	69·65
2	71·05	72·40	72·55	....	77·25	75·55	72·50	71·50	70·05	69·30	69·40	69·65
3	71·05	72·75	72·55	....	77·05	75·55	72·40	71·25	70·05	69·30	69·40	69·65
4	71·00	73·05	72·55	....	77·05	75·55	72·30	71·15	70·05	69·30	69·40	69·65
5	70·90	73·25	72·40	....	77·50	75·55	72·25	71·05	70·00	69·30	69·40	69·75
6	70·90	73·15	72·55	....	78·00	75·40	72·15	71·00	70·00	69·30	69·40	69·80
7	71·00	73·05	72·80	....	78·30	75·15	72·15	71·00	70·00	69·30	69·40	70·00
8	70·90	73·25	72·65	....	78·55	74·90	72·15	71·00	69·90	69·30	69·40	70·00
9	70·90	73·40	72·65	....	78·80	74·75	72·15	70·90	69·90	69·30	69·40	70·00
10	70·90	73·55	72·40	....	79·05	74·65	72·05	70·80	69·80	69·25	69·40	70·05
11	70·90	73·75	72·25	....	79·15	74·55	72·00	70·80	69·80	69·30	69·40	70·25
12	70·90	73·90	72·05	....	79·15	74·50	72·00	70·80	69·80	69·30	69·40	70·40
13	71·05	73·80	72·80	....	79·25	74·40	72·00	70·75	69·65	69·25	69·40	70·30
14	71·25	73·75	72·80	....	79·25	74·30	72·00	70·75	69·65	69·25	69·40	70·30
15	71·40	73·75	72·75	....	79·25	74·15	72·00	70·75	69·65	69·25	69·40	70·30
16	71·55	73·90	72·75	....	79·05	74·05	72·00	70·65	69·65	69·30	69·40	70·30
17	71·90	73·55	71·65	....	78·90	74·00	72·00	70·65	70·65	69·30	69·40	70·25
18	72·25	73·30	71·55	....	78·75	73·90	72·00	70·65	70·65	69·30	69·40	70·25
19	72·15	73·15	71·55	....	78·55	73·75	72·00	70·65	70·65	69·30	69·40	70·25
20	72·15	72·90	71·55	....	78·25	73·50	72·00	70·55	70·55	69·30	69·50	70·25
21	72·00	72·55	71·55	....	78·00	73·50	72·00	70·55	70·55	69·30	69·50	70·25
22	71·90	72·50	71·55	....	77·65	73·45	72·00	70·50	70·55	69·30	69·50	70·05
23	71·90	72·40	71·55	....	77·30	73·30	72·00	70·50	70·55	69·25	69·50	70·05
24	71·90	72·30	71·55	....	77·00	73·25	71·90	70·40	70·55	69·25	69·50	70·05
25	71·90	72·30	71·55	....	76·75	73·25	71·75	70·40	70·40	69·25	69·50	70·05
26	72·05	72·30	71·55	....	76·55	73·05	71·65	70·30	70·40	69·25	69·50	70·05
27	72·05	72·25	71·55	....	76·30	72·90	71·65	70·30	70·30	69·25	69·55	70·15
28	72·05	72·25	71·55	....	76·05	72·75	71·65	70·25	70·25	69·30	69·65	70·25
29	72·15	....	71·55	....	76·00	72·65	71·55	70·25	70·25	69·30	69·75	70·50
30	72·25	....	71·55	....	75·90	72·55	71·55	70·15	70·25	69·30	69·65	70·40
31	72·15	....	71·55	....	75·80	....	71·50	70·15	....	69·40	....	70·65

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1888.

TABLE No. 384.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·65	72·55	70·75	71·30	73·75	76·90	74·80	71·80	71·05	70·75	70·50	71·80
2	70·65	72·40	70·75	71·40	73·90	77·00	74·75	71·75	71·05	70·75	70·55	71·80
3	70·55	72·25	70·80	71·50	74·05	76·80	74·65	71·75	71·00	70·75	70·65	71·65
4	70·50	72·25	70·90	71·55	74·15	76·75	74·50	71·65	71·00	70·75	70·80	71·65
5	70·55	72·25	71·05	71·75	74·30	76·75	74·30	71·65	70·90	70·65	70·90	71·65
6	70·65	72·15	71·25	71·80	74·40	76·75	74·15	71·55	70·75	70·65	71·00	71·65
7	70·75	72·15	71·40	72·05	74·50	76·55	74·00	71·50	70·75	70·65	71·05	71·65
8	70·75	72·00	71·40	72·30	74·65	76·40	73·75	71·40	70·75	70·65	71·15	71·65
9	70·75	72·00	71·40	73·55	74·75	76·30	73·65	71·30	70·75	70·55	71·55	71·65
10	70·80	71·80	71·25	72·65	74·80	76·25	73·55	71·30	70·75	70·55	71·90	71·55
11	70·90	72·30	71·05	72·80	74·90	76·05	73·50	71·30	70·75	70·50	72·25	71·30
12	70·90	72·75	70·80	73·05	75·05	76·00	73·30	71·25	70·65	70·40	72·75	71·40
13	70·75	73·00	70·90	73·30	75·65	75·90	73·15	71·15	70·55	70·40	73·00	71·50
14	70·65	73·00	71·00	73·30	76·25	75·80	72·90	71·05	70·50	70·40	73·00	71·55
15	70·55	72·65	71·00	73·25	76·75	75·80	72·75	71·05	70·50	70·50	72·80	71·65
16	70·55	72·50	70·90	73·25	77·25	75·90	72·75	71·05	70·55	70·50	72·75	71·75
17	70·55	72·40	70·80	73·25	77·75	76·00	72·65	71·05	70·65	70·40	72·40	71·80
18	70·55	72·50	70·75	73·25	78·15	76·05	72·55	71·05	70·65	70·40	72·30	71·80
19	70·55	72·40	70·75	73·30	78·30	76·25	72·55	71·05	70·75	70·40	72·05	71·80
20	70·75	72·40	70·75	73·25	78·40	76·15	72·50	71·05	70·75	70·40	72·05	71·75
21	70·90	72·30	70·75	71·90	78·50	76·15	72·50	71·00	70·80	70·40	72·00	71·80
22	71·00	71·90	70·65	71·80	78·50	76·15	72·40	71·05	70·90	70·30	71·90	71·80
23	71·15	71·75	70·55	71·65	78·50	76·00	72·30	70·90	70·90	70·30	71·90	71·80
24	71·15	71·55	70·75	72·00	78·40	75·90	72·25	70·80	70·90	70·30	71·80	71·90
25	71·05	71·30	70·80	72·40	78·30	75·80	72·25	70·75	70·90	70·40	71·80	71·90
26	71·30	70·15	70·80	72·30	78·25	75·75	72·15	70·75	70·90	70·40	71·80	72·00
27	71·55	70·80	70·80	72·15	78·05	75·65	72·15	70·80	70·90	70·40	71·80	72·00
28	71·80	70·75	70·80	72·50	77·75	75·50	72·15	70·80	70·90	70·40	71·80	72·00
29	72·25	70·65	70·90	72·90	77·50	75·30	72·00	70·90	70·90	70·40	71·80	72·05
30	72·40	....	71·00	73·05	77·30	75·15	71·90	70·90	70·90	70·40	71·75	72·05
31	72·55	....	71·15	....	77·30	....	71·90	70·90	....	70·40	....	72·05

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1889.

TABLE No. 385.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	72·00	71·80	71·35	72·15	75·55	73·90	.....	72·90	71·55	70·55	70·55	—
2	72·00	71·80	71·35	72·25	75·75	73·90	.....	72·90	71·55	70·55	70·55	.....
3	71·90	71·80	71·25	72·30	75·90	74·25	.....	72·80	71·55	70·55	70·50	.....
4	71·90	71·80	71·25	72·30	75·90	74·65	.....	72·75	71·50	70·65	70·50	.....
5	71·00	71·80	71·15	72·30	76·00	75·00	.....	72·75	71·50	70·65	70·50	.....
6	71·90	71·80	71·15	72·30	76·00	75·55	.....	72·65	71·40	70·65	70·40	.....
7	71·90	71·80	71·15	72·30	75·90	75·90	.....	72·55	71·30	70·75	70·40	.....
8	71·90	71·80	71·15	72·30	75·90	76·30	.....	72·55	71·30	70·75	70·30	.....
9	71·90	71·80	71·15	72·30	75·65	76·40	.....	72·50	71·30	70·75	70·25	.....
10	71·90	71·80	71·15	72·30	75·55	76·55	.....	72·40	71·25	70·65	70·25	.....
11	71·90	71·80	71·15	72·65	75·40	76·55	.....	72·30	71·05	70·65	70·25	.....
12	71·90	71·80	71·15	72·75	75·30	76·55	.....	72·25	71·05	70·80	70·25	.....
13	71·80	71·80	71·15	72·90	75·25	76·40	.....	72·25	71·05	70·80	70·25	.....
14	71·80	71·80	71·05	72·80	75·15	76·25	.....	72·25	71·00	70·80	70·25	.....
15	71·80	71·80	71·05	72·80	75·05	76·05	.....	72·25	71·00	70·80	70·25	.....
16	71·80	71·80	70·90	72·65	74·90	75·90	.....	72·05	71·00	70·80	70·30	.....
17	71·80	71·80	70·75	72·55	74·75	75·80	.....	72·05	70·90	70·75	70·30	.....
18	71·80	71·80	70·55	72·55	74·65	75·65	.....	72·05	70·90	70·75	70·30	.....
19	71·80	71·80	70·40	72·75	74·65	75·55	.....	72·00	70·90	70·75	70·40	.....
20	71·80	71·75	70·40	72·90	74·55	75·50	.....	72·00	70·90	70·65	70·40	.....
21	71·80	71·75	70·50	73·05	74·50	75·30	.....	72·00	70·80	70·65	70·55	.....
22	71·80	71·65	70·55	73·25	74·10	75·25	.....	72·00	70·80	70·65	70·80	.....
23	71·80	71·65	70·90	73·30	74·15	75·15	.....	72·00	70·75	70·65	70·80	.....
24	71·80	71·55	71·25	73·55	74·00	75·05	.....	72·00	70·75	70·65	70·90	.....
25	71·80	71·55	71·75	73·75	73·90	75·05	.....	71·90	70·75	70·55	70·90	.....
26	71·80	71·50	72·30	73·90	73·75	75·05	.....	71·90	70·65	70·50	71·00	.....
27	71·80	71·50	72·30	74·30	73·75	75·05	.....	71·90	70·55	70·50	71·05	.....
28	71·80	71·40	72·30	74·55	73·75	75·05	.....	71·75	70·55	70·55	71·05	.....
29	71·80	.....	72·25	75·00	73·75	75·05	.....	71·65	70·55	71·55	71·15	.....
30	71·80	.....	72·15	75·50	73·65	75·00	.....	71·65	70·55	70·55	71·25	.....
31	71·80	.....	72·15	.....	70·65	.....	.....	71·65	.....	70·55	.....	.....

ELEVATIONS of Ottawa River, head of Ste Anne Lock, Ste. Anne, Que., during 1890.

TABLE No. 386.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	72·15	72·40	73·50	71·80	75·50	77·40	75·50	72·65	72·25	71·50	71·25	70·90
2	72·25	72·40	73·40	71·90	75·75	77·55	75·30	72·55	72·25	71·50	71·25	71·00
3	72·30	72·40	73·30	72·15	75·90	77·65	75·30	72·55	72·25	71·50	71·15	71·05
4	72·40	72·40	73·25	72·50	76·00	77·65	75·15	72·50	72·30	71·50	71·15	71·15
5	72·55	72·30	78·15	72·65	76·05	77·65	75·00	72·50	72·30	71·50	71·15	71·15
6	72·65	72·30	73·05	72·80	76·25	77·60	74·90	72·50	72·30	71·50	71·00	70·90
7	72·80	72·30	73·00	73·00	76·40	77·60	74·80	72·50	72·30	71·50	71·00	70·30
8	72·75	72·40	72·90	73·30	76·65	77·25	74·65	72·50	72·30	71·50	71·05	70·30
9	72·75	72·40	72·90	73·30	76·65	76·65	74·50	72·50	72·30	71·50	71·15	70·80
10	72·80	72·50	72·90	73·80	76·75	76·15	74·30	72·40	72·30	71·50	71·25	70·90
11	72·90	72·55	72·75	73·90	76·75	76·05	74·30	72·40	72·40	71·50	71·30	70·75
12	73·00	72·55	72·65	74·30	76·75	76·40	74·25	72·30	72·40	51·40	71·30	70·65
13	73·05	72·55	72·50	74·40	76·80	76·75	74·15	72·30	72·50	71·40	71·30	70·55
14	73·15	72·65	72·25	74·90	76·80	77·15	74·00	72·25	72·50	71·30	71·25	70·55
15	73·25	72·65	72·00	74·90	76·75	77·25	74·00	72·25	72·50	71·30	71·25	70·65
16	73·25	72·55	71·90	75·40	76·65	77·25	73·90	72·15	72·40	71·30	71·25	70·75
17	73·25	72·55	71·90	75·50	76·55	77·25	73·80	72·15	72·30	71·30	71·25	70·80
18	73·25	72·50	71·90	75·50	76·50	77·25	73·75	72·15	72·25	71·30	71·30	71·75
19	73·25	72·50	71·90	75·40	76·40	77·30	73·65	72·15	72·05	71·30	71·30	71·80
20	73·25	72·50	71·90	75·40	76·50	76·90	73·50	72·05	72·05	71·30	71·40	71·00
21	73·25	72·50	71·90	75·30	76·65	76·30	73·30	72·05	72·00	71·40	71·40	71·05
22	73·25	72·50	71·90	75·25	76·80	76·30	73·25	72·05	72·00	71·40	71·40	71·15
23	73·25	72·55	71·90	75·25	76·90	76·75	73·15	72·15	71·90	71·30	51·30	71·25
24	73·25	72·65	71·90	75·25	76·90	76·05	73·05	72·15	71·80	71·30	71·25	71·25
25	73·30	72·80	71·90	75·25	76·90	76·05	73·00	72·25	71·75	71·30	71·05	71·25
26	73·25	73·25	71·80	75·25	76·90	76·05	73·00	72·25	71·65	71·30	71·05	71·25
27	73·05	73·40	71·80	75·30	76·90	76·05	73·00	72·25	71·65	71·30	71·05	71·15
28	72·90	73·50	71·80	75·40	77·00	75·90	72·90	72·25	71·55	71·30	71·00	71·05
29	72·75	.....	71·80	75·50	77·15	75·75	72·90	72·25	71·55	71·30	70·80	71·00
30	72·55	.....	71·80	75·50	77·15	75·65	72·80	72·25	71·50	71·25	70·80	71·00
31	72·40	.....	71·80	.....	77·30	.....	72·75	72·25	.....	71·25	.....	71·00

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1891.

TABLE No. 387.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·90	70·55	71·50	71·65	77·55	74·75	72·05	72·55	71·90	.....	70·75	73·15
2	71·40	70·50	71·55	71·75	77·55	74·55	72·05	72·55	71·90		70·75	73·40
3	70·90	70·30	71·65	74·65	77·55	74·50	72·05	72·55	71·90		70·65	73·30
4	70·90	70·50	71·75	74·50	77·55	74·30	72·00	72·65	71·90		70·65	73·15
5	70·90	70·75	71·75	74·25	77·55	74·15	72·00	72·65	71·90		70·65	73·15
6	70·90	70·90	71·90	74·15	77·50	74·05	72·00	72·65	71·90		70·65	73·25
7	71·15	71·05	71·90	73·90	77·50	74·00	72·00	72·65	71·90		70·65	73·25
8	71·15	71·15	71·80	73·75	77·50	73·90	71·90	72·55	71·80		70·65	73·15
9	71·05	71·05	71·50	73·65	77·40	73·75	71·80	72·55	71·75		70·50	73·00
10	71·15	71·00	70·90	73·65	77·40	73·55	71·80	72·50	71·75		70·40	73·25
11	71·15	71·05	71·80	73·65	77·30	73·50	71·80	72·40	71·75		70·30	73·25
12	71·15	71·05	71·90	73·90	77·25	73·40	71·80	72·30	71·75		70·30	72·15
13	71·15	71·15	72·05	74·25	77·15	73·25	71·75	72·25	71·75		70·30	73·05
14	71·05	71·15	72·15	74·30	76·90	73·05	71·75	72·25	71·75		70·30	73·15
15	71·15	71·25	72·30	74·55	76·80	73·00	71·75	72·15	71·75		70·30	73·25
16	71·15	71·25	72·05	74·65	76·75	73·00	71·65	72·05	71·65		70·30	73·30
17	70·90	71·15	72·50	74·75	76·65	72·90	71·65	72·00	71·55		70·40	73·50
18	71·05	71·15	72·40	74·90	76·55	72·80	71·75	72·00	71·55		70·50	73·65
19	71·15	71·05	72·30	75·25	76·40	72·75	71·75	71·90	71·65		70·55	73·75
20	71·15	71·05	72·15	75·55	76·30	72·65	71·80	71·80	71·55		70·75	73·55
21	71·15	71·00	72·15	75·90	76·25	72·65	71·90	71·75	71·50		70·90	73·40
22	71·05	71·15	72·15	76·05	76·25	72·65	72·00	71·75	71·40		71·15	72·90
23	71·00	71·15	72·25	76·30	76·05	72·65	72·15	71·75	71·40		71·30	72·30
24	71·00	71·15	72·75	76·65	75·90	72·65	72·25	71·90	71·30		71·55	72·40
25	70·75	71·15	73·50	76·90	75·75	72·55	72·30	71·90	71·30		71·90	72·25
26	70·55	71·15	74·05	77·15	75·55	72·50	72·40	72·00	71·15		72·40	72·15
27	70·65	71·40	74·15	77·30	75·50	72·40	72·50	72·00	71·15		72·65	72·15
28	70·75	71·40	74·15	77·40	75·30	72·30	72·55	72·00	71·15		72·80	72·25
29	70·75		74·15	77·50	75·15	72·25	72·55	72·00	71·15		72·80	72·25
30	70·75		74·25	77·55	75·05	72·05	72·55	72·00	71·00		72·90	72·25
31	70·75		74·25	.....	74·90	.....	72·55	72·00	.....		.....	72·25

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1892.

TABLE No. 388.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	72·25	...	69·80	70·15	72·65	73·30	74·30	71·65	71·30	71·15	70·65	72·40
2	72·25	...	69·80	71·15	72·55	73·25	74·30	71·55	71·30	71·15	70·65	72·25
3	72·15	....	69·75	72·15	72·55	73·25	74·50	71·55	71·25	70·90	70·65	72·30
4	72·15	.	69·75	73·30	72·50	73·25	74·15	71·55	71·15	71·00	70·75	72·30
5	72·05		69·75	73·65	72·40	73·30	74·15	71·50	71·05	71·05	70·75	72·25
6	72·05		69·65	73·90	73·40	73·30	74·00	71·50	71·00	71·15	70·75	72·30
7	72·05		69·55	74·55	73·40	73·40	73·80	71·50	70·90	70·90	70·75	72·30
8	72·05		69·40	74·75	73·30	73·40	73·75	71·40	70·90	70·90	70·90	72·05
9	72·00		69·30	74·75	73·25	73·10	73·40	71·40	70·90	70·90	70·90	72·05
10	71·90		69·30	74·75	73·30	73·40	73·25	71·30	70·90	70·90	70·90	72·00
11	72·05		69·25	74·55	73·30	73·40	73·15	71·30	70·80	70·90	70·90	72·00
12	72·00		69·25	74·75	73·10	73·30	73·00	71·55	70·75	70·90	70·90	72·05
13	71·90		69·55	73·90	73·40	73·25	72·90	71·55	70·65	70·90	70·90	72·00
14	71·90		69·80	73·75	73·40	73·25	72·65	71·55	70·65	70·90	70·90	71·90
15	71·80		70·15	73·55	73·10	73·25	72·65	71·55	70·65	70·90	70·90	71·90
16	71·75		70·30	73·30	73·40	73·25	72·55	71·55	70·65	70·90	70·90	71·65
17	71·75		70·25	73·15	73·30	73·25	72·40	71·55	70·65	70·80	70·90	71·65
18	71·75	.	70·15	72·90	73·30	73·30	72·25	71·55	70·65	70·80	71·75	71·75
19	71·75		69·75	72·80	73·25	73·30	72·05	71·55	70·65	70·80	71·80	71·75
20	71·75		69·55	72·65	73·25	73·30	72·00	71·55	70·65	70·75	72·25	71·80
21	71·75		69·40	72·50	73·25	74·05	72·00	71·55	70·65	70·75	72·25	71·90
22	71·75		69·30	72·40	73·30	74·15	72·00	71·55	70·75	70·75	72·10	72·00
23	71·75		69·25	72·40	73·40	74·15	71·90	71·55	70·90	70·65	72·55	72·05
24	71·75		69·25	72·40	73·40	74·15	71·90	71·55	70·90	70·55	72·75	72·15
25	71·75		69·25	72·40	73·40	74·05	71·90	71·55	70·90	70·55	72·55	72·50
26	71·75		69·15	72·40	73·40	74·05	71·80	71·65	70·90	70·55	72·50	72·30
27	71·55		69·15	72·40	73·40	74·15	71·80	71·65	70·90	70·50	72·50	72·40
28	71·50		69·15	72·40	73·40	74·30	71·75	71·65	70·90	70·50	72·50	72·50
29	71·40		69·15	72·50	73·30	74·40	71·75	71·65	71·05	70·55	72·25	72·55
30	71·40	..	69·15	72·55	73·30	74·40	71·75	71·55	71·15	70·55	72·30	72·75
31	71·30		69·15	.....	73·30	.....	71·65	71·50	.....	70·65	.....	72·75

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1893.

TABLE No. 389.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1		70·75	70·30	70·90	73·80	77·90	74·30	72·15	72·30	70·75	71·40	71·00
2		70·00	70·10	70·90	73·80	77·65	74·25	72·15	72·15	70·75	71·40	71·05
3		70·90	70·40	71·30	74·05	77·50	74·15	72·05	71·90	70·75	71·40	71·05
4		70·90	70·50	71·40	74·25	77·40	74·05	72·05	71·80	70·75	71·30	71·00
5		71·00	70·50	71·50	74·90	77·30	73·65	72·05	71·55	70·75	71·30	70·90
6		71·05	70·50	71·55	76·25	77·25	73·65	72·05	71·40	70·75	71·30	70·90
7		71·05	70·55	71·90	76·55	77·15	73·55	72·05	71·30	70·80	71·30	70·80
8		71·05	70·55	72·00	76·75	77·05	73·55	72·05	71·30	70·80	71·30	70·75
9		71·15	70·55	72·25	76·90	77·05	73·50	72·05	71·25	70·80	71·30	70·65
10		71·25	70·55	72·30	76·90	77·05	73·50	72·00	71·15	70·80	71·30	70·65
11		71·25	70·55	72·50	76·90	77·00	73·40	72·00	71·15	70·80	71·30	70·65
12		71·25	70·25	72·55	76·90	77·00	73·30	72·00	71·15	70·80	71·30	70·65
13		71·25	70·25	72·65	76·90	76·90	73·40	71·90	71·05	70·80	71·30	70·65
14		71·25	70·25	72·65	77·05	76·75	73·30	71·90	71·00	70·75	71·25	70·75
15		71·05	70·25	72·75	77·15	76·55	73·25	71·65	70·90	70·75	71·15	70·90
16		71·15	70·30	72·90	77·30	76·30	73·15	71·55	70·80	70·75	71·15	70·40
17		70·90	70·30	73·30	77·50	76·15	73·05	71·50	70·80	70·75	71·05	70·65
18		70·80	70·40	73·40	77·90	75·65	73·05	71·50	70·80	70·90	71·05	70·90
19		70·65	70·40	73·50	78·40	75·55	73·05	71·50	70·80	71·05	71·00	70·90
20		70·50	70·40	73·55	78·90	75·40	73·00	71·40	70·80	71·00	71·00	70·90
21		70·40	70·40	73·50	79·00	75·30	72·90	71·40	70·80	71·00	71·00	71·00
22		70·25	70·40	73·90	79·05	75·25	72·90	71·30	70·80	71·00	71·00	70·90
23		70·40	70·40	74·05	79·15	75·15	72·90	71·30	70·80	71·05	71·00	70·90
24		70·50	70·40	74·30	79·05	75·05	72·90	71·30	70·80	71·15	71·00	70·90
25		70·55	70·40	74·15	79·05	75·00	72·75	71·40	70·75	71·15	71·00	70·90
26		70·50	70·50	73·90	78·90	74·80	72·65	71·40	70·65	71·15	71·00	70·90
27		70·40	70·55	73·90	78·65	74·75	72·55	71·30	70·55	71·25	70·90	70·90
28		70·30	70·65	73·90	78·50	74·65	72·50	71·25	70·65	71·25	70·90	70·90
29		.....	70·80	73·80	78·30	74·55	72·40	72·15	70·75	71·25	70·90	71·00
30		.....	70·90	73·80	78·15	74·40	72·30	72·15	70·75	71·30	71·00	71·05
31		.....	70·90	....	78·05	.....	72·30	72·65	.....	71·40	.....	71·05

ELEVATIONS of Ottawa River, head of Ste Anne Lock, Ste. Anne, Que., during 1894

. TABLE No. 390

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·05	71·50	71·40	72·80	77·25	75·05	.....	71·80	70·40	70·40	71·80	72·00
2	71·15	71·50	71·25	72·80	77·25	75·05	.....	71·65	70·40	70·50	71·80	70·90
3	71·25	71·55	71·05	72·80	77·40	75·05	.....	71·65	70·40	70·50	71·90	71·15
4	71·25	71·55	71·00	72·80	77·40	75·15	.....	71·55	70·40	70·55	72·00	71·30
5	71·25	71·65	71·80	72·80	77·40	75·50	.....	71·40	70·40	70·55	72·05	71·55
6	71·25	71·50	71·80	72·80	77·40	75·50	.....	71·40	70·30	70·55	72·25	71·50
7	71·25	71·30	70·90	72·80	77·40	75·25	.....	71·40	70·30	70·65	72·25	71·40
8	71·25	71·25	71·40	72·80	77·30	75·25	.....	71·30	70·25	70·65	72·25	71·40
9	71·25	71·05	71·90	72·80	77·30	75·15	.....	71·30	70·15	70·65	72·30	71·30
10	71·30	70·90	72·15	72·80	77·30	75·05	.....	71·30	70·05	70·65	72·30	71·25
11	71·40	70·90	72·40	72·80	77·15	75·05	.....	71·05	70·05	70·65	72·30	71·25
12	71·50	71·00	72·80	72·80	77·15	74·65	.....	71·05	70·05	70·75	72·30	71·30
13	71·55	71·05	72·90	72·80	76·90	74·55	.....	71·05	70·05	70·75	72·30	71·30
14	71·65	71·05	73·25	72·80	76·75	74·50	.....	71·05	70·05	70·80	72·25	71·30
15	71·65	71·15	73·55	72·90	76·65	74·40	.....	71·05	70·05	70·90	72·15	71·40
16	71·65	71·25	73·50	73·05	76·50	74·40	.....	71·05	70·05	71·00	72·15	71·40
17	71·55	71·30	73·40	73·25	76·25	74·25	.....	71·00	70·05	71·05	72·15	71·40
18	71·50	71·30	73·10	73·30	76·05	73·80	.....	70·90	70·05	71·25	72·05	71·50
19	71·10	71·30	73·50	73·55	76·00	73·80	.....	70·90	70·15	71·30	72·00	71·55
20	71·10	71·15	73·80	73·80	75·80	73·90	.....	70·90	70·30	71·55	71·90	71·55
21	71·30	71·00	74·05	74·30	75·65	74·30	.....	70·90	70·30	71·65	71·80	71·55
22	71·25	71·05	74·30	74·75	75·65	74·40	.....	70·90	70·30	71·75	71·80	71·55
23	71·15	71·25	74·15	75·15	75·55	74·40	.....	70·80	70·30	71·80	71·90	71·65
24	71·15	71·30	74·05	75·65	75·50	74·30	.....	70·80	70·30	71·90	71·90	71·65
25	71·25	71·40	73·90	76·05	75·30	74·25	.....	70·80	70·30	71·90	71·75	71·65
26	71·30	71·50	73·75	76·30	75·30	70·05	.....	70·80	70·40	71·90	71·75	71·65
27	71·50	71·55	73·50	76·55	75·30	74·15	.....	70·75	70·50	71·90	71·80	71·75
28	71·50	71·65	73·30	76·90	75·25	74·25	.....	70·75	70·40	71·80	71·90	71·75
29	71·50	.	73·05	77·05	75·25	74·25	.....	70·65	70·40	71·80	72·05	71·75
30	71·50	.	72·90	77·25	75·15	74·15	.....	70·55	70·40	71·80	72·00	71·80
31	71·50		72·80	.....	75·05	.....	.....	70·50	.....	71·80	.....	71·80

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1895.

TABLE No. 391.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·80	71·05	71·50	70·40	75·80	74·50	73·05	71·05	71·05	70·30	70·00	70·90
2	71·80	71·00	70·50	70·40	75·75	74·50	72·90	71·00	71·05	70·30	70·00	70·90
3	71·75	70·90	70·50	70·40	75·30	74·55	72·80	71·00	71·15	70·25	70·00	70·90
4	71·65	71·00	70·50	70·50	74·90	74·65	72·75	71·00	71·00	70·25	70·00	70·90
5	71·55	71·05	70·55	70·55	75·25	74·65	72·65	70·90	70·90	70·25	70·00	70·90
6	71·50	71·05	70·55	70·65	75·40	74·65	72·55	70·90	70·90	70·25	70·00	70·90
7	71·55	71·15	70·55	71·30	75·65	74·75	72·50	70·90	70·80	70·25	70·00	70·90
8	71·65	71·15	70·50	71·80	75·90	74·65	72·30	70·90	70·80	70·25	70·15	70·90
9	71·75	71·25	70·50	72·30	76·05	74·65	72·25	70·90	70·75	70·25	70·15	70·90
10	71·65	71·15	70·50	72·90	76·25	74·65	72·15	70·90	70·75	70·25	70·25	70·90
11	71·55	71·05	70·50	73·80	76·40	74·65	72·05	71·00	70·75	70·30	70·30	70·90
12	71·50	71·00	70·50	73·90	76·40	74·65	72·00	71·00	70·75	70·30	70·25	70·90
13	71·40	70·90	70·40	73·80	76·50	74·65	71·90	71·00	70·75	70·30	70·25	70·90
14	71·25	70·90	70·40	74·05	76·50	74·55	71·90	71·00	70·75	70·25	70·40	70·90
15	71·25	70·80	70·40	74·30	76·50	74·50	71·80	71·05	70·75	70·25	70·50	70·90
16	71·15	70·80	70·40	74·65	76·50	74·40	71·80	71·05	70·75	70·25	70·55	70·90
17	71·15	70·80	70·30	74·90	76·15	74·25	71·75	71·15	70·75	70·15	70·55	70·90
18	71·05	70·80	70·30	74·90	76·05	74·25	71·75	71·15	70·75	70·15	70·65	70·80
19	71·05	70·80	70·30	75·05	75·90	74·15	71·75	71·25	70·75	70·15	70·65	70·75
20	71·05	70·75	70·25	74·90	75·75	74·15	71·65	71·25	70·65	70·15	70·55	70·55
21	71·15	70·75	70·25	75·00	75·55	74·15	71·55	71·25	70·65	70·15	70·55	70·75
22	71·15	70·75	70·15	75·00	75·40	73·90	71·50	71·15	70·65	70·05	70·55	70·90
23	71·05	70·65	70·15	75·05	75·25	73·80	71·50	71·15	70·55	70·00	70·55	71·05
24	71·05	70·65	70·15	75·25	75·05	73·65	71·40	71·15	70·50	70·00	70·50	70·90
25	71·15	70·55	70·15	75·50	74·90	73·55	71·40	71·50	70·50	70·00	70·55	70·65
26	71·15	70·55	70·15	75·65	74·80	73·50	71·30	71·30	70·50	70·00	70·65	70·50
27	71·15	70·50	70·15	75·75	74·65	73·40	71·30	70·30	70·40	70·00	70·80	71·55
28	71·15	70·50	70·15	75·75	74·55	73·30	71·25	71·30	70·40	70·00	70·80	72·75
29	71·15	.....	70·25	75·80	74·55	73·30	71·15	71·30	70·30	70·00	70·90	72·90
30	71·15	.....	70·30	75·00	74·50	73·65	71·15	70·30	70·30	70·00	71·00	73·15
31	71·05	.....	70·30	...	74·55	...	71·15	71·30	...	70·00		73·50

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1896.

TABLE No. 392.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	73·50	72·15	71·40	71·50	77·05	74·05	72·40	71·55	70·75	70·65	70·90	73·15
2	73·50	72·05	71·40	71·40	76·90	74·00	72·30	71·50	70·75	70·75	70·90	73·15
3	73·55	72·05	71·40	71·40	76·65	73·90	72·25	71·40	70·75	70·80	71·00	73·05
4	73·55	72·05	71·40	71·30	76·75	73·90	72·25	71·40	70·75	70·80	71·15	73·00
5	73·55	72·00	71·40	71·30	76·65	73·90	72·25	71·40	70·65	70·80	71·30	72·80
6	73·65	72·00	71·50	71·30	76·65	73·90	72·25	71·40	70·65	70·75	71·55	72·75
7	75·65	72·00	71·50	71·40	76·55	73·90	72·25	71·40	70·55	70·80	71·80	72·75
8	73·75	71·90	71·50	71·55	76·55	73·90	72·25	71·40	70·55	70·80	72·00	72·65
9	73·75	71·90	71·50	71·65	76·55	74·00	72·25	71·30	70·55	70·80	72·15	72·65
10	73·75	71·90	71·50	72·05	76·50	74·05	72·25	71·25	70·40	71·00	72·25	72·65
11	73·75	71·90	71·50	72·50	76·50	74·15	72·25	71·30	70·40	71·05	72·30	72·55
12	73·55	71·90	71·50	73·00	76·50	74·25	72·25	71·15	70·40	71·05	72·50	72·50
13	73·30	71·80	71·50	73·00	76·50	74·15	72·25	71·15	70·40	71·05	72·65	72·50
14	73·05	71·80	71·50	73·90	76·25	74·05	72·25	71·15	70·40	71·05	72·65	72·10
15	73·00	71·80	71·50	74·90	76·05	74·05	72·25	71·15	70·40	71·05	72·75	72·40
16	72·90	71·80	71·55	76·00	76·05	74·00	72·25	71·05	70·50	71·05	72·80	72·30
17	72·80	71·80	71·55	77·00	76·05	74·00	72·15	71·00	70·50	71·05	72·80	72·25
18	72·80	71·75	71·55	77·25	76·30	73 80	72·15	70·90	70·40	71·05	72·80	72·15
19	72·80	71·75	71·50	77·50	75·40	73·65	72·05	70·90	70·40	71·00	72·90	72·05
20	72·75	71·65	71·10	77·65	75·25	73·65	71·90	70·90	70·40	70·90	72·90	72·05
21	72·65	71·65	71·30	77·80	75·00	73·55	71·90	70·90	70·40	70·90	72·90	72·00
22	72·55	71·55	71·30	78·55	74·90	73·50	71·90	70·90	70·50	71·00	73·40	72·00
23	72·50	71·55	71·25	78·25	74·75	73·10	71·90	70·90	70·55	71·05	73·15	71·90
24	72·40	71·50	71·25	78·00	74·50	73·25	71·90	70·80	70·55	71·05	73·15	71·90
25	72·30	71·50	71·25	77·90	74·50	73·05	71·90	70·80	70·40	71·05	73·05	71·90
26	72·15	71·40	71·15	77·65	74·30	72·80	71·80	70·80	70·10	71·05	73·05	71·90
27	72·05	71·40	71·05	77·25	74·25	72·65	71·80	70·80	70·50	71·05	73·05	71·80
28	72·00	71·40	71·00	77·40	74·05	72·65	71·80	70·80	70·55	71·05	73·05	71·80
29	72·00	71·50	71·15	77·05	74·05	72·55	71·80	70·80	70·55	71·05	73·05	71·75
30	72·05	...	71·50	77·15	74·05	72·50	71·65	70·80	70·55	71·05	73·15	71·65
31	72·15	...	71·80		74·05	...	...	70·75	...	70·90		71·55

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1897.

TABLE No. 393.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·55	72·00	70·75	72·30	77·50	76·30	73·50	71·80	71·50	70·30	70·80	70·90
2	70·55	71·90	70·75	72·55	77·50	76·00	73·40	71·80	71·50	70·30	70·90	70·90
3	70·55	71·80	70·75	72·55	77·50	75·80	73·30	71·80	71·40	70·30	71·00	70·90
4	70·55	71·75	70·75	72·80	77·80	75·80	73·15	71·75	71·40	70·25	70·90	70·80
5	70·55	71·65	69·90	72·90	77·65	75·55	73·05	71·65	71·30	70·25	71·00	70·75
6	70·55	71·55	69·90	73·05	77·65	75·40	73·00	71·65	71·25	70·25	70·90	70·75
7	70·55	71·55	69·90	73·25	77·55	75·25	72·90	71·55	71·15	70·25	70·90	70·55
8	70·50	71·50	70·80	73·25	77·65	75·25	72·80	71·40	71·15	70·15	70·90	70·55
9	70·50	71·40	70·80	73·15	77·55	75·05	72·75	71·40	71·15	70·15	71·00	70·75
10	70·50	71·30	70·80	73·15	77·45	75·05	72·50	71·40	71·05	70·05	70·90	70·65
11	70·10	71·15	70·80	73·05	77·40	75·05	72·50	71·40	70·90	70·05	71·00	70·75
12	70·50	71·15	70·80	72·90	77·30	75·05	72·55	71·40	70·90	70·15	70·90	70·80
13	70·55	71·05	70·80	72·90	77·15	75·05	72·50	71·40	70·90	70·15	70·90	71·05
14	70·65	71·05	70·90	72·80	77·05	75·05	72·40	71·40	70·90	70·00	70·80	71·05
15	70·65	71·00	71·05	72·80	77·00	75·15	72·40	71·40	70·80	70·15	70·80	71·40
16	70·55	70·90	71·25	72·90	76·90	75·05	72·30	71·40	70·80	70·05	70·90	71·90
17	70·55	70·90	71·15	73·05	76·80	75·00	72·15	71·40	70·75	70·05	70·90	72·05
18	70·55	70·90	71·40	73·25	77·15	74·90	72·15	71·10	70·65	70·05	70·80	72·05
19	70·75	70·90	71·25	73·40	76·40	74·75	72·05	71·40	70·65	70·05	70·90	71·90
20	70·90	70·80	71·05	73·55	76·40	74·55	72·00	71·50	70·65	70·15	70·90	71·80
21	70·80	70·80	71·05	73·75	76·30	74·40	71·90	71·50	70·55	70·15	70·90	71·80
22	70·65	70·80	71·15	73·75	76·40	74·40	71·90	71·55	70·50	70·25	70·90	71·80
23	70·75	70·75	71·55	73·65	76·50	74·40	71·90	71·55	70·50	70·40	70·90	71·65
24	70·80	70·75	72·30	73·55	76·65	74·15	71·80	71·55	70·40	70·40	70·75	71·50
25	70·80	70·65	72·75	73·90	76·75	74·05	71·75	71·55	70·40	70·50	70·80	71·50
26	70·90	70·65	72·30	74·25	76·80	74·00	71·75	71·55	70·40	70·55	70·80	71·50
27	72·00	70·65	71·90	75·40	76·90	73·90	71·65	71·55	70·40	70·55	70·90	71·55
28	72·00	70·75	72·30	75·80	76·90	73·90	71·65	71·65	70·40	70·65	70·90	71·50
29	72·00		71·75	76·40	76·75	73·75	71·75	71·65	70·40	70·75	70·90	71·55
30	72·00		71·75	76·90	76·75	73·55	71·75	71·55	70·40	70·75	71·00	71·65
31	72·00		72·00		76·65		71·80	71·55		70·75		71·55

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1898.

TABLE No. 394.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·40	71·00	71·00	74·90	74·30	74·50	73·65	71·65	71·00	70·90	72·80	72·00
2	71·25	71·00	70·90	74·65	74·30	74·40	73·65	71·50	71·00	70·90	72·80	71·90
3	71·30	70·90	70·90	74·55	74·15	74·40	73·65	71·40	71·00	71·00	72·80	72·00
4	71·40	70·80	70·80	74·40	74·25	74·30	73·55	71·40	71·00	71·00	72·75	71·80
5	71·50	70·75	70·75	74·40	74·25	74·25	73·55	71·40	71·00	71·05	72·55	71·90
6	71·50	70·75	70·65	74·30	74·15	74·15	73·50	71·40	71·00	71·00	72·55	72·00
7	71·25	70·75	70·65	74·15	74·00	74·05	73·40	71·30	71·00	71·00	72·55	72·00
8	71·15	70·65	70·55	74·00	73·90	73·80	73·30	71·30	71·00	71·00	72·40	72·00
9	71·00	70·65	70·55	73·90	73·90	73·80	73·25	71·25	71·05	71·00	72·40	72·00
10	71·00	70·65	70·50	73·55	73·80	73·65	73·25	71·25	71·05	70·90	72·40	72·30
11	71·00	70·50	70·50	73·40	73·75	73·50	73·15	71·25	71·05	70·90	72·40	72·40
12	71·00	70·50	70·50	73·40	73·80	73·40	72·90	71·15	71·05	70·90	72·40	72·15
13	71·05	70·40	71·00	73·25	73·75	73·40	72·75	71·15	71·05	70·90	72·30	72·00
14	71·05	70·50	73·00	73·25	73·65	73·50	72·75	71·15	71·00	70·90	72·30	72·00
15	71·05	70·65	74·15	73·25	73·55	73·50	72·65	71·15	70·90	71·00	72·30	71·80
16	71·05	72·65	75·05	73·25	73·50	73·40	72·55	71·25	70·90	71·00	72·30	71·90
17	70·90	70·75	75·15	73·25	73·50	73·40	72·40	71·40	70·90	71·15	72·30	71·65
18	71·00	70·75	75·55	73·40	73·50	73·40	72·40	71·40	70·90	71·25	72·30	71·65
19	70·80	70·80	75·75	73·40	73·40	73·30	72·40	71·40	70·90	71·30	72·40	71·50
20	70·80	70·90	75·80	73·40	73·30	73·25	72·30	71·55	70·90	71·40	72·40	71·50
21	70·80	70·90	75·75	73·90	73·25	73·15	72·30	71·50	70·90	71·55	72·50	71·50
22	70·75	71·05	75·50	74·00	73·25	73·00	72·25	71·50	70·90	71·65	72·50	71·55
23	70·75	71·50	75·30	74·05	73·25	72·90	72·25	71·40	70·90	71·90	72·50	71·50
24	70·80	71·55	75·00	74·15	73·40	72·75	72·25	71·40	71·00	72·25	72·50	71·50
25	70·90	71·50	74·75	74·15	73·40	72·75	72·05	71·30	71·00	72·25	72·50	71·40
26	70·90	71·40	74·55	74·30	73·65	72·75	72·00	71·25	71·00	72·30	72·30	71·40
27	71·00	71·25	74·40	74·30	73·90	72·75	71·90	71·25	71·00	72·30	72·30	71·30
28	70·90	71·05	74·40	74·30	74·15	72·90	71·80	71·15	71·00	72·55	72·25	71·25
29	70·90		75·00	74·40	74·25	73·25	71·80	71·05	70·90	72·75	72·15	71·25
30	71·00		75·05	74·40	74·50	73·40	71·80	71·05	70·90	72·80	72·15	71·15
31	71·00		75·05		74·50			71·05		72·80		71·15

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1899.

TABLE No. 395.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	71·25	71·25	70·40	70·65	77·80	76·00	73·40	72·30	70·80	71·40	71·10	70·90
2....	71·30	71·25	70·40	70·55	78·05	76·15	73·25	72·30	70·75	71·90	71·50	70·90
3....	71·30	71·25	70·40	70·55	78·50	76·15	73·05	72·30	70·75	72·05	71·55	70·90
4....	71·30	71·25	70·30	70·55	78·75	76·15	73·05	72·30	70·75	72·15	71·55	70·90
5....	71·30	71·25	70·30	70·55	78·90	76·15	73·00	72·30	70·65	72·25	71·55	71·00
6....	71·25	71·25	70·30	70·55	79·05	76·15	73·00	72·25	70·65	72·15	71·65	71·00
7....	71·30	71·05	70·40	70·55	79·25	76·00	72·80	72·15	70·55	72·15	71·65	71·00
8....	71·30	71·15	70·55	70·65	79·25	75·90	72·90	72·15	70·55	72·15	71·55	71·00
9....	71·30	71·05	70·55	71·00	79·25	75·80	73·15	72·00	70·65	72·05	71·50	70·90
10....	71·30	71·05	70·55	71·30	79·15	75·65	73·55	71·75	70·50	71·90	71·50	71·40
11....	71·30	71·25	70·50	71·65	78·90	75·65	73·65	71·65	70·40	71·90	71·30	71·90
12....	71·10	71·25	70·50	71·90	78·80	75·50	73·65	71·65	70·40	71·75	71·30	72·05
13....	71·30	71·30	70·50	72·25	78·65	75·25	73·65	71·65	70·40	71·65	71·25	72·25
14....	71·10	71·30	70·50	72·90	78·10	75·15	73·65	71·55	70·30	71·55	71·15	72·30
15....	71·65	71·10	70·55	73·65	78·15	74·90	73·65	71·50	70·30	71·55	71·15	72·15
16....	71·55	71·10	70·75	74·40	78·00	74·75	73·65	71·50	70·25	71·50	71·05	72·00
17....	71·50	71·15	70·75	75·05	77·65	74·55	73·55	71·30	70·25	71·40	71·05	72·00
18....	71·30	70·90	70·75	75·25	77·30	74·55	73·10	71·25	70·25	71·30	71·05	72·15
19....	71·10	70·75	70·80	75·10	77·25	74·40	73·40	71·25	70·25	71·30	71·05	72·25
20....	71·50	70·55	70·80	75·55	76·90	74·25	73·25	71·25	70·30	71·30	71·05	72·25
21....	71·40	70·50	70·80	75·90	76·75	74·25	73·00	71·05	70·30	71·30	71·00	72·25
22....	71·40	70·55	71·05	76·25	76·55	74·15	72·90	71·05	70·30	71·30	71·00	72·15
23....	71·25	70·50	71·55	76·10	76·40	74·00	72·80	71·05	70·30	71·30	71·00	72·15
24....	71·15	70·30	72·15	76·65	76·25	74·00	72·65	71·05	70·30	71·30	71·00	72·05
25....	71·00	70·50	72·15	76·65	76·05	74·00	72·55	71·05	70·30	71·40	71·00	72·00
26....	71·00	70·50	71·05	76·65	75·80	73·75	72·55	71·05	70·40	71·30	71·00	72·00
27....	71·00	70·55	70·90	76·90	75·75	73·75	72·55	71·00	70·30	71·30	70·90	71·90
28....	71·15	70·50	70·75	77·05	75·65	73·75	72·50	70·80	70·90	71·30	70·90	71·90
29....	71·25	.....	70·75	77·30	75·65	73·55	72·40	70·80	71·15	71·30	70·90	72·00
30....	71·25	.....	70·55	77·55	75·65	73·55	72·40	70·80	71·05	71·50	70·90	72·00
31....	71·30		70·65	...	75·90	.....	72·40	70·80		71·40	..	72·00

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1900.

TABLE No. 396.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	71·90	71·25	71·75	71·15	76·50	73·90	72·05	73·30	71·55	71·65	71·65	72·50
2....	71·90	71·25	72·05	71·30	76·25	74·05	72·05	73·25	71·55	71·65	71·65	72·30
3....	71·80	71·25	72·50	71·80	76·05	74·30	72·15	73·25	71·50	71·65	71·55	72·30
4....	71·90	71·15	72·75	72·15	75·90	74·50	72·15	73·15	71·50	71·65	71·50	72·30
5....	71·75	71·15	72·80	72·55	75·80	74·40	72·10	73·05	71·40	71·65	71·50	72·30
6....	71·65	71·15	72·90	73·25	75·65	74·30	72·50	73·00	71·40	71·65	71·50	72·30
7....	71·55	71·15	72·65	73·75	75·50	74·25	72·65	73·00	71·30	71·65	71·50	72·25
8....	71·40	71·15	72·40	74·25	75·50	74·25	72·75	73·00	71·25	71·65	71·55	72·15
9....	71·40	71·25	72·25	74·65	75·50	74·05	72·80	73·00	71·25	71·65	71·55	72·15
10....	71·40	71·15	72·00	74·55	75·50	74·05	72·90	73·00	71·25	71·65	71·55	72·05
11....	71·50	71·25	71·80	74·25	75·40	74·00	73·00	73·00	71·25	71·65	71·55	72·05
12....	71·55	71·25	71·65	74·00	75·40	73·90	73·30	72·90	71·15	71·75	71·55	71·90
13....	71·55	71·25	71·65	73·75	75·30	73·80	73·30	72·80	71·05	71·90	71·55	71·90
14....	71·55	72·00	71·50	73·50	75·15	73·65	73·40	72·75	71·05	71·90	71·50	71·90
15....	71·30	72·30	71·50	73·10	75·05	73·55	73·10	72·65	71·05	72·00	71·40	71·90
16....	71·30	72·40	71·55	73·30	74·90	73·40	73·50	72·65	71·15	72·00	71·40	71·90
17....	71·30	72·40	71·55	73·30	74·90	73·30	73·75	72·55	71·15	72·00	71·30	71·75
18....	71·30	72·25	71·55	73·50	74·90	73·25	74·25	72·55	71·30	72·00	71·50	71·50
19....	71·30	72·05	71·50	74·05	75·00	73·25	74·50	72·50	71·30	72·00	71·60	71·50
20....	71·15	72·00	71·40	74·55	74·90	73·05	74·10	72·40	71·30	71·90	71·80	71·55
21....	71·15	71·90	71·25	75·15	74·90	72·90	71·25	72·30	71·40	72·00	72·05	71·50
22....	71·25	71·75	71·25	75·40	74·80	72·80	73·90	72·15	71·40	71·80	72·80	71·40
23....	71·15	71·90	71·15	75·75	74·75	72·75	73·80	72·25	71·50	71·75	72·90	71·30
24....	71·15	71·50	71·15	76·15	74·65	72·65	73·75	72·15	71·55	71·75	73·05	71·40
25....	71·15	71·50	71·15	76·40	74·50	72·65	73·75	72·05	71·55	71·75	73·05	71·40
26....	71·15	71·50	71·30	76·75	74·50	72·50	73·55	71·90	71·65	71·65	73·00	71·40
27....	71·30	71·80	71·15	76·65	74·30	72·50	73·50	71·90	71·55	71·65	72·80	71·30
28....	71·30	71·75	71·15	76·65	74·25	72·30	73·40	71·90	71·55	71·65	72·65	71·30
29....	71·25	.....	71·15	76·65	74·15	72·30	73·40	71·80	71·55	71·65	72·50	71·30
30....	71·25	..	71·05	76·65	74·00	72·30	73·40	71·80	71·65	71·65	72·50	71·25
31....	71·25		71·05	.....	74·00	.....	73·30	71·75	...	71·65	..	71·30

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1901.

TABLE No. 397.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·30	71·15	70·50	71·60	77·05	74·55	72·75	71·15	70·55	69·55	70·15	70·55
2	71·25	71·00	70·50	71·60	77·05	74·65	72·55	71·05	70·55	69·55	70·30	70·50
3	71·25	71·00	70·40	71·75	77·05	74·80	72·50	71·05	70·55	69·65	70·30	70·50
4	71·30	71·05	70·30	72·05	77·05	74·90	72·30	71·00	70·55	69·55	70·30	70·50
5	71·30	71·15	70·30	73·05	77·05	75·05	72·25	70·90	70·50	69·55	70·25	70·50
6	71·25	71·15	70·15	73·80	76·90	75·05	72·15	70·90	70·50	69·65	70·30	70·40
7	71·25	71·25	70·25	74·50	76·75	75·05	72·05	70·90	70·50	69·80	70·30	70·40
8	71·25	71·30	70·25	75·40	76·65	75·05	72·05	70·90	70·50	69·75	70·30	70·30
9	71·25	71·30	70·25	75·80	76·40	75·05	72·05	70·90	70·40	69·75	70·30	70·30
10	71·25	71·30	70·25	76·25	76·25	75·00	72·05	70·90	70·30	69·80	70·25	70·30
11	71·15	71·40	70·25	76·40	76·15	75·00	72·00	70·80	70·30	69·90	70·25	70·25
12	71·25	71·30	70·25	76·05	76·05	74·90	71·90	70·80	70·30	69·80	70·30	70·25
13	71·25	71·30	70·25	76·00	76·05	74·75	71·80	70·80	70·30	69·80	70·40	70·25
14	71·25	71·30	70·25	75·80	75·90	74·55	71·75	70·80	70·25	69·90	70·40	70·25
15	71·25	71·25	70·25	75·90	75·80	74·50	71·65	70·75	70·15	69·90	70·50	70·90
16	71·15	71·15	70·30	76·05	75·50	74·25	71·55	70·65	70·15	69·90	70·50	71·50
17	71·15	71·05	70·25	75·65	75·50	74·05	71·50	70·65	70·15	70·05	70·50	71·65
18	71·15	71·00	70·25	75·30	75·40	73·90	71·50	70·55	70·15	70·15	70·50	71·80
19	71·15	70·90	70·15	75·40	75·30	73·80	71·40	70·50	70·05	70·25	70·40	71·80
20	71·15	70·65	70·25	75·60	75·30	73·65	71·30	70·50	70·00	70·30	70·40	71·75
21	71·15	70·55	70·25	75·80	75·30	73·50	71·30	70·50	69·90	70·30	70·40	71·65
22	71·15	70·55	70·15	76·05	75·40	73·40	71·25	70·50	69·90	70·30	70·40	71·65
23	71·15	70·55	70·25	76·75	75·40	73·30	71·25	70·50	69·80	70·30	70·40	71·65
24	71·15	70·50	70·25	77·00	75·30	73·30	71·15	70·50	69·80	70·30	70·50	71·75
25	71·15	70·50	70·25	77·15	75·25	73·25	71·15	70·55	69·80	70·30	70·55	71·65
26	71·15	70·50	70·25	77·40	75·15	73·25	71·15	70·55	69·75	70·15	70·65	71·55
27	71·15	70·30	70·55	77·30	75·05	73·15	71·15	70·55	69·65	70·15	70·65	71·50
28	71·05	70·40	70·80	77·25	75·00	73·05	71·25	70·55	69·55	70·15	70·55	71·40
29	71·05	...	71·30	77·15	74·90	73·00	71·25	70·50	69·40	70·15	70·65	71·40
30	71·05	...	71·40	77·05	74·75	72·90	71·25	70·50	69·40	70·25	70·65	71·40
31	71·15		71·60		74·65	.....	71·15	70·55		70·15		71·30

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1902.

TABLE No. 398.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·30	71·30	70·40	75·90	75·00	74·50	73·55	72·25	71·15	70·75	71·30	73·00
2	71·50	71·30	71·25	76·25	75·25	74·55	73·55	72·25	71·05	70·75	71·30	73·00
3	71·50	71·30	71·90	76·15	75·40	74·65	73·55	72·25	71·05	70·75	71·30	72·90
4	71·55	71·25	72·00	76·05	75·40	74·80	73·50	72·25	71·00	71·75	71·40	72·90
5	71·80	71·25	72·25	75·90	75·55	74·80	73·50	72·25	70·90	70·75	71·40	72·90
6	71·80	71·15	72·25	75·80	75·55	74·75	73·50	72·25	70·80	70·75	71·50	73·00
7	71·75	71·05	72·25	75·65	75·55	74·75	73·40	72·25	70·55	70·80	71·50	72·90
8	71·55	71·05	72·15	75·50	75·55	74·75	73·40	72·15	70·75	70·80	71·55	72·80
9	71·55	71·00	72·05	75·50	75·55	74·75	73·25	72·15	70·75	70·80	71·55	73·75
10	71·65	70·90	72·05	75·50	75·55	74·75	73·15	72·05	70·75	70·80	71·55	72·75
11	71·56	70·80	71·90	75·15	75·55	74·75	73·05	72·00	70·75	70·80	71·65	72·55
12	71·50	70·80	71·90	75·15	75·40	74·75	73·00	71·90	70·75	70·80	71·90	72·50
13	71·40	70·80	72·00	75·15	75·40	74·65	72·90	71·80	70·75	70·80	72·00	72·50
14	71·30	70·80	72·55	75·15	75·40	74·55	72·80	71·80	70·75	70·80	72·15	72·50
15	71·30	70·80	73·05	75·05	75·30	74·55	72·80	71·80	70·65	70·80	72·25	72·50
16	71·30	70·80	73·25	75·00	75·15	74·55	72·80	71·75	70·65	70·90	72·25	72·50
17	71·15	71·75	73·65	75·00	75·15	74·40	72·75	71·65	70·75	71·00	72·30	72·55
18	71·05	71·30	74·50	75·00	75·05	74·30	72·75	71·65	70·75	71·00	72·40	72·40
19	71·05	70·90	74·65	74·90	74·90	74·25	72·65	71·55	70·80	71·00	72·55	72·25
20	71·15	70·65	74·65	74·90	74·80	74·05	72·65	71·55	70·90	71·05	72·65	72·15
21	71·15	70·80	74·55	74·80	74·55	73·90	72·65	71·55	70·90	71·15	72·75	72·05
22	71·15	70·75	74·55	74·65	74·40	73·80	72·65	71·55	70·90	71·30	72·75	72·15
23	71·15	70·75	74·80	74·65	74·40	73·75	72·55	71·55	70·90	71·30	72·80	72·15
24	71·15	70·65	75·05	74·65	74·30	73·75	72·50	71·50	71·00	71·30	72·90	72·05
25	71·25	70·65	75·15	74·55	74·30	73·75	72·50	71·40	70·90	71·30	73·00	72·05
26	71·25	70·55	75·25	74·55	74·30	73·75	72·50	71·40	70·90	71·30	73·00	72·00
27	71·15	70·50	75·15	74·65	74·30	73·75	72·40	71·40	70·90	71·30	73·00	72·15
28	71·15	70·40	75·05	75·00	74·30	73·75	72·40	71·30	70·90	71·30	73·00	72·15
29	71·25	.	75·40	74·80	74·40	73·65	72·30	71·30	70·80	71·30	73·00	72·05
30	71·40	....	75·75	74·80	74·50	73·55	72·25	71·25	70·75	71·25	73·00	72·05
31	71·30	...	75·75	.....	74·50	.....	72·25	71·15	...	71·25	..	71·90

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1903.

TABLE No. 399.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·90	71·15	71·40	74·90	73·90	73·65	73·80	72·25	71·30	71·50	71·80	69·90
2	71·90	71·25	71·55	74·75	73·65	73·65	73·90	72·15	71·40	71·50	71·65	69·90
3	71·90	71·30	71·90	74·75	73·65	73·50	74·25	72·00	71·30	71·40	71·65	70·65
4	71·75	71·30	72·00	74·55	73·75	73·25	74·55	71·90	71·30	71·40	71·65	70·65
5	71·55	71·40	72·05	74·55	73·90	73·00	74·40	71·90	71·25	71·40	71·65	70·65
6	71·55	71·30	72·00	74·55	74·05	73·40	74·25	71·80	71·15	71·30	71·55	70·65
7	71·55	71·30	71·80	74·75	74·25	73·55	74·05	71·80	71·05	71·30	71·50	70·65
8	71·55	71·30	71·80	75·00	74·40	73·25	74·40	71·80	71·05	71·30	71·50	70·65
9	71·55	71·30	71·80	75·05	74·55	73·15	73·75	71·80	71·00	71·30	71·40	70·65
10	71·55	71·30	72·05	75·00	74·65	73·15	73·55	71·80	71·00	71·80	71·40	72·00
11	71·55	71·50	72·40	75·25	74·65	73·15	73·30	71·90	70·90	71·80	71·40	72·65
12	71·55	71·50	72·90	74·90	74·65	73·15	73·05	71·90	70·90	72·25	71·40	72·50
13	71·55	71·40	73·75	74·65	74·75	73·15	73·00	71·90	70·90	72·25	71·25	72·50
14	71·55	71·40	74·00	74·40	74·90	73·30	72·90	71·80	70·90	72·25	71·25	72·65
15	71·55	71·50	74·00	74·40	74·90	73·30	72·80	71·80	70·90	72·25	71·25	70·90
16	71·55	71·55	74·00	74·30	74·90	73·40	72·65	70·80	70·90	72·15	71·00	73·15
17	71·50	70·55	74·05	74·30	74·90	73·40	72·55	71·80	70·90	72·15	71·15	73·60
18	71·40	70·55	74·25	74·30	74·90	73·50	72·50	71·80	70·90	72·15	71·15	73·40
19	71·40	70·65	74·75	74·30	74·80	73·50	72·50	71·80	71·05	72·25	71·15	72·90
20	71·50	70·65	75·40	74·30	74·75	73·50	72·40	71·80	71·30	72·25	71·05	72·90
21	71·50	70·75	75·65	74·30	74·75	73·55	72·40	71·80	71·25	72·30	71·00	73·65
22	71·50	70·75	75·65	74·40	74·75	73·55	72·30	71·80	71·25	72·30	71·00	72·90
23	71·40	70·80	75·80	74·30	71·55	73·65	72·30	71·75	71·40	72·30	70·90	72·90
24	71·40	71·80	76·05	74·30	74·50	73·75	72·30	71·65	71·40	72·30	71·05	72·90
25	71·40	71·75	76·15	74·40	74·30	73·75	72·30	71·55	71·40	72·00	71·05	71·00
26	71·25	71·55	76·15	74·25	74·25	73·90	72·30	71·50	71·55	72·00	71·30	72·90
27	71·25	71·25	76·00	74·25	74·15	74·00	72·30	71·40	71·55	72·00	71·50	73·00
28	71·25	71·25	75·75	74·25	74·15	74·00	72·25	71·30	71·55	72·00	71·25	73·15
29	71·25		75·40	74·25	74·05	73·90	72·25	71·30	71·55	72·00	71·55	71·05
30	71·15		75·30	74·25	73·90	73·80	72·25	71·30	71·40	72·00	71·80	71·05
31	71·15		75·05		73·90		72·25	71·25		71·80		72·00

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1904.

TABLE No. 400.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	72·30	71·25	71·90	74·15	76·05	77·15	74·40	72·15	71·25	71·65	72·55	71·30
2	72·30	71·90	72·90	74·65	76·55	77·30	74·40	72·05	71·05	71·65	72·65	71·25
3	72·15	72·30	72·90	75·15	76·90	77·45	74·25	71·90	71·05	71·75	72·65	71·25
4	70·90	72·30	72·05	75·55	77·15	77·80	74·05	71·90	71·30	71·75	72·55	71·15
5	71·15	72·90	70·90	75·80	77·30	77·90	73·90	71·75	71·40	71·80	72·55	71·15
6	71·30	73·90	70·90	76·05	77·80	77·90	73·80	71·75	71·40	72·00	72·50	71·15
7	71·40	73·30	71·05	76·30	78·00	77·80	73·80	71·65	71·30	72·05	72·40	71·15
8	71·65	73·30	70·90	76·40	78·25	77·90	73·65	71·55	71·30	72·05	72·40	71·15
9	70·90	73·90	71·10	76·65	78·30	77·90	73·55	71·50	71·25	72·05	72·30	71·05
10	71·00	73·05	70·90	77·05	78·40	77·90	73·65	71·40	71·15	72·05	72·25	71·15
11	71·00	74·25	70·90	77·50	78·40	78·05	73·40	71·30	71·15	72·15	72·25	71·30
12	71·05	74·30	71·05	77·25	78·40	78·05	73·30	71·30	71·05	72·25	72·25	71·30
13	71·00	73·05	71·00	77·00	78·30	78·00	73·30	71·25	71·05	72·25	72·15	71·30
14	71·40	73·05	71·00	76·65	78·25	77·90	73·30	71·25	71·05	72·30	72·00	71·30
15	71·90	73·90	71·05	76·15	78·15	77·75	73·30	71·25	71·00	72·50	72·00	71·25
16	72·90	72·90	71·00	75·80	77·90	77·55	73·30	71·15	71·00	72·50	71·80	71·30
17	72·90	72·55	71·00	75·30	77·80	77·30	73·25	71·25	70·90	72·50	71·80	71·25
18	72·40	71·90	71·00	75·15	77·65	77·00	73·30	71·25	70·90	72·55	71·75	71·15
19	72·90	71·90	71·00	74·90	77·55	76·75	73·30	71·15	70·90	72·55	71·75	71·05
20	72·90	71·50	71·00	74·80	77·55	76·50	73·30	71·05	70·80	72·55	71·75	71·05
21	72·90	71·50	71·00	74·50	77·50	76·30	73·30	71·15	70·80	71·55	71·55	71·15
22	72·90	71·50	71·00	74·25	77·30	76·00	73·15	71·30	70·80	72·55	71·50	71·15
23	70·90	70·90	71·05	74·25	77·30	75·90	72·80	71·30	70·75	72·55	71·50	71·15
24	70·90	71·90	71·05	74·05	77·30	75·65	72·75	71·40	70·90	72·65	71·50	71·05
25	72·90	70·90	71·15	74·15	77·30	75·50	72·55	71·40	71·25	72·65	71·50	71·00
26	71·90	71·05	71·40	74·30	77·30	75·40	72·50	71·50	71·40	72·65	71·50	70·90
27	71·15	71·00	72·05	74·40	77·30	75·05	72·40	71·30	71·50	72·65	71·50	70·75
28	70·90	71·00	72·55	74·65	77·25	74·90	72·40	71·40	71·50	72·65	71·50	70·90
29	70·90	71·00	73·30	75·15	77·25	74·65	72·30	71·40	71·50	72·75	71·50	71·05
30	71·15		73·55	75·55	77·15	74·50	72·25	71·40	71·55	72·55	71·50	71·15
31	71·90		73·80		77·15		72·25	71·30		72·55		71·15

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1905.

TABLE No. 401.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·05	71·50	72·30	74·05	72·10	74·25	72·40	71·65	70·55	70·65	71·25	71·30
2	71·05	71·50	72·15	74·30	72·55	74·15	72·40	71·75	70·55	70·55	71·25	71·15
3	71·00	71·55	72·00	74·40	72·80	74·05	72·25	71·75	70·65	70·55	71·25	71·15
4	71·90	71·55	72·00	74·30	73·05	73·90	72·15	71·65	70·65	70·55	71·15	71·05
5	71·00	71·65	71·90	74·30	73·25	73·75	72·15	71·65	70·65	70·55	71·05	71·05
6	71·00	71·90	71·90	74·40	73·50	73·55	72·05	71·55	70·75	70·50	71·00	71·00
7	71·05	71·90	71·80	74·50	73·65	73·65	72·00	71·55	70·75	70·40	71·05	71·00
8	71·05	72·00	71·80	74·40	73·75	73·65	71·90	71·50	70·65	70·30	71·05	70·90
9	71·15	72·00	71·75	74·00	74·00	73·55	71·75	71·40	70·65	70·30	71·05	70·65
10	71·15	71·90	71·75	73·81	74·25	73·55	71·75	71·40	70·55	70·30	71·05	70·55
11	71·15	71·90	71·65	73·65	74·40	73·50	71·65	71·50	70·55	70·15	71·00	70·55
12	71·15	72·00	71·55	73·75	74·55	73·50	71·65	71·40	70·55	70·50	71·05	70·55
13	71·25	72·05	71·50	73·75	74·80	73·50	71·75	71·30	70·65	70·50	71·25	70·55
14	71·30	72·25	71·50	73·65	74·90	73·50	71·75	71·25	70·55	70·50	71·25	70·65
15	71·30	72·30	71·50	73·50	75·00	73·50	71·75	71·15	70·65	70·50	71·00	70·65
16	71·25	72·40	71·50	73·30	75·05	73·40	71·75	71·25	70·50	70·50	71·05	70·65
17	71·25	72·50	71·50	73·15	75·05	73·30	71·75	71·15	70·50	70·40	71·05	70·55
18	71·15	72·50	71·40	73·05	75·05	73·30	71·80	71·05	70·40	70·55	71·05	70·55
19	71·25	72·65	71·40	72·90	75·25	73·30	71·80	71·00	70·50	70·75	71·00	70·50
20	71·25	72·65	71·30	72·80	75·15	73·30	71·80	71·00	70·75	70·90	70·90	70·50
21	71·25	72·75	71·25	72·75	75·15	73·30	71·80	71·00	70·75	70·90	70·90	70·50
22	71·25	72·65	71·25	72·75	75·15	73·30	71·75	71·00	70·80	71·05	70·80	70·50
23	71·15	72·55	71·25	72·65	75·05	73·25	71·75	71·00	70·90	71·05	70·80	70·50
24	71·25	72·55	71·25	72·50	75·15	73·05	71·75	70·90	70·90	71·15	70·80	70·40
25	71·30	72·50	71·25	72·40	75·05	72·90	71·65	70·90	70·80	71·25	70·75	70·40
26	71·50	72·40	71·25	72·30	75·00	72·80	71·65	70·80	70·75	71·25	70·65	70·40
27	71·65	72·40	71·15	72·30	74·80	72·75	71·55	70·80	70·75	71·30	70·90	70·40
28	71·75	72·40	71·40	72·30	74·75	72·75	71·50	70·80	70·75	71·30	70·90	70·40
29	71·65	..	71·90	72·25	74·55	72·65	71·50	70·65	70·65	71·30	71·25	70·50
30	71·50		72·40	72·30	74·40	72·50	71·55	70·55	70·65	71·30	71·15	70·55
31	71·50	..	73·25		74·30		71·55	70·55		71·30	..	70·55

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1906

TABLE No. 402.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·55	72·15	71·40	72·15	73·75	74·55	73·65	71·05	70·00	69·50	70·00	70·25
2	70·55	72·05	71·30	72·00	73·75	74·55	73·55	71·05	70·00	69·40	69·90	70·40
3	70·55	72·05	71·25	71·90	73·80	74·40	73·50	71·05	70·00	69·40	69·90	70·65
4	70·65	72·00	71·15	71·90	73·90	74·25	73·40	71·05	69·90	69·40	69·90	70·50
5	70·65	71·90	71·05	72·00	74·00	74·15	73·25	71·00	69·80	69·50	69·80	70·30
6	70·65	71·90	71·05	72·05	74·05	74·25	73·05	71·00	69·80	64·50	69·55	70·25
7	70·75	71·80	71·00	72·05	74·25	74·25	73·00	71·00	69·80	69·50	69·80	70·25
8	70·80	71·75	70·90	72·00	74·25	74·90	72·80	71·00	69·80	69·50	69·80	70·25
9	71·00	71·65	70·80	72·00	74·25	75·40	72·65	70·90	69·80	69·50	69·80	70·25
10	72·05	71·55	70·75	72·00	74·25	75·50	72·65	70·80	69·75	69·65	69·80	70·25
11	71·25	71·50	70·65	72·00	74·25	75·40	72·55	70·80	69·75	69·65	69·90	70·30
12	71·15	71·50	70·65	72·00	74·40	74·90	72·55	70·75	69·75	69·55	69·90	70·30
13	71·25	71·50	70·65	72·00	74·75	74·75	72·50	70·65	69·90	69·50	69·90	70·40
14	71·15	71·40	70·65	72·05	75·15	74·65	72·25	70·65	69·75	69·50	69·90	70·50
15	71·15	71·30	70·55	72·15	75·15	74·55	72·15	70·55	69·75	69·50	69·80	70·55
16	71·15	71·30	70·55	72·40	75·25	74·50	72·05	70·65	69·75	69·55	69·90	70·55
17	71·00	71·25	70·55	72·50	75·25	74·50	72·00	70·55	69·55	69·65	69·80	70·50
18	70·65	71·15	70·55	72·50	75·25	74·40	71·90	70·50	69·55	69·65	69·80	70·40
19	70·55	71·05	70·65	72·50	75·30	74·30	71·80	70·40	69·55	69·65	69·80	70·50
20	70·65	71·00	70·40	72·50	75·30	74·25	71·75	70·40	69·55	69·80	69·80	70·40
21	70·55	71·00	70·40	72·55	75·30	74·25	71·55	70·40	69·55	69·80	69·80	70·00
22	70·55	71·00	70·40	72·80	75·25	74·25	71·55	70·40	69·55	69·80	69·80	70·50
23	70·55	71·25	70·40	73·05	75·15	74·15	71·55	70·40	69·55	69·80	70·00	70·50
24	71·15	71·25	70·40	73·25	75·05	74·15	71·50	70·40	69·55	69·80	70·00	70·50
25	72·00	71·25	70·30	73·40	75·05	74·15	71·40	70·15	69·50	69·90	69·90	70·40
26	72·15	71·30	71·25	73·50	75·00	74·00	71·30	70·25	69·40	69·90	69·90	70·40
27	72·50	71·10	71·25	73·55	75·00	74·00	71·30	70·25	69·50	69·75	70·00	70·40
28	72·40	71·50	71·25	73·75	74·90	73·80	71·25	70·15	69·40	69·75	70·05	70·40
29	72·40	..	71·80	73·75	74·80	73·80	71·25	70·05	69·30	69·90	70·05	70·40
30	72·30		72·25	73·75	74·75	73·75	71·15	70·05	69·30	69·80	70·15	70·30
31	72·25		72·30		74·65		71·15	70·15		69·90		70·15

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1907.

TABLE No. 403.

Day of the Month.	Jan.	Feb.	Mar.	April.	May	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·50	71·15	72·15	75·30	72·90	75·40	73·90	72·05	70·80	71·65	71·55	71·75
2	70·40	71·15	72·15	75·25	73·40	75·40	74·00	72·05	70·80	71·55	71·65	71·75
3	70·30	71·15	72·05	75·15	74·75	75·40	74·00	72·05	70·75	71·50	71·65	71·75
4	70·25	71·15	72·00	75·05	75·00	75·30	73·90	72·05	70·80	71·50	71·75	71·80
5	70·05	71·30	71·90	74·80	75·00	75·25	73·80	72·00	70·80	71·55	71·90	71·55
6	70·05	71·50	71·80	74·40	75·00	75·30	73·75	72·00	70·75	71·50	72·00	71·55
7	70·25	71·50	71·65	73·90	74·90	75·40	73·75	72·00	70·75	71·40	72·15	71·50
8	70·30	71·50	71·50	73·80	74·90	75·30	73·65	72·00	70·65	71·55	73·00	71·50
9	70·40	71·50	71·40	73·30	74·75	75·30	73·55	72·00	70·65	71·55	73·05	71·40
10	70·50	71·40	71·40	73·30	74·65	75·25	73·50	71·90	70·65	71·55	73·25	71·50
11	70·75	71·50	71·30	73·15	74·50	75·15	73·30	71·80	70·65	71·55	73·40	71·90
12	70·80	71·65	71·30	73·00	74·40	75·25	73·15	71·75	70·75	71·65	73·30	72·05
13	70·80	71·80	71·30	72·80	74·30	75·25	73·15	71·65	70·75	71·65	73·05	72·15
14	70·80	71·90	71·25	73·05	74·25	75·25	73·05	71·65	70·75	71·65	73·25	72·40
15	70·65	71·90	71·15	73·40	71·30	75·15	72·90	71·50	70·80	71·75	73·00	72·20
16	70·55	72·00	71·05	73·30	74·40	75·05	72·80	71·50	70·80	71·75	72·90	72·00
17	70·50	71·75	71·05	73·15	74·50	75·00	72·80	71·50	71·00	71·80	72·75	72·00
18	70·30	71·55	71·00	73·15	74·55	74·80	72·75	71·30	71·00	71·90	72·55	71·90
19	70·30	71·40	71·05	73·15	74·50	74·75	72·65	71·25	71·05	71·80	72·50	71·80
20	70·40	71·40	71·05	73·05	74·50	74·65	72·55	71·25	71·05	71·80	72·40	71·75
21	70·10	71·50	71·15	73·05	75·75	74·55	72·50	71·25	71·15	71·80	72·40	71·65
22	70·55	71·55	71·15	72·90	76·00	74·10	72·40	71·15	71·15	71·75	72·40	71·55
23	70·75	71·40	71·15	72·80	76·15	74·30	72·40	71·05	71·15	71·80	72·25	71·75
24	70·90	72·05	71·25	72·75	76·30	74·15	72·30	70·90	71·25	71·75	72·25	71·65
25	70·90	72·15	71·30	72·80	76·30	74·05	72·30	70·90	71·40	71·75	72·15	71·55
26	71·00	72·25	71·65	72·90	76·25	74·05	72·30	71·00	71·40	71·65	72·05	71·55
27	71·00	72·25	72·30	72·80	76·15	74·05	72·30	71·00	71·40	71·65	72·05	71·50
28	71·00	72·25	72·65	72·75	76·15	73·90	72·25	70·90	71·30	71·65	72·00	71·55
29	71·05	..	73·05	72·65	76·00	73·80	72·15	70·90	71·50	71·65	72·00	71·80
30	71·05	.	73·80	73·05	75·80	73·80	72·15	70·80	71·65	71·65	71·75	72·30
31	71·05	..	74·75	.	75·65	....	72·05	70·80	....	71·55	..	71·80

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1908.

TABLE No. 404.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	72·30	71·50	71·25	73·00	76·40	78·05	73·75	71·65	70·30	69·50	69·40	69·65
2	72·05	71·50	71·15	73·05	77·05	78·05	73·55	71·55	70·30	69·50	69·25	69·90
3	71·90	71·55	71·05	73·00	77·40	77·90	73·50	71·50	70·30	69·50	69·25	70·15
1	71·55	71·65	71·00	73·00	77·90	77·80	73·40	71·50	70·15	69·40	69·40	70·25
5	71·65	71·75	70·80	72·90	78·05	77·80	73·30	71·30	70·15	69·40	69·40	70·30
6	71·90	71·80	70·90	73·00	78·00	77·75	73·15	71·10	70·05	69·40	69·25	70·50
7	71·90	71·80	71·00	73·05	77·80	77·65	73·15	71·30	70·05	69·30	69·30	70·30
8	71·90	71·80	71·05	73·80	78·00	77·55	73·05	71·30	70·00	69·30	69·30	70·25
9	71·80	71·75	71·05	74·00	78·30	77·40	73·00	71·25	70·00	69·30	69·30	70·25
10	71·80	71·75	71·15	73·90	78·55	77·25	73·00	71·15	69·90	69·30	69·30	70·25
11	71·80	72·00	71·15	74·05	78·80	76·90	72·90	71·15	69·90	69·40	69·30	70·25
12	71·90	71·90	71·05	74·40	79·05	76·75	71·80	71·05	69·90	69·30	69·40	70·25
13	72·00	71·80	71·05	75·00	79·15	76·40	72·75	71·05	69·90	69·25	69·40	70·25
14	72·00	71·55	71·05	75·15	79·15	76·05	72·75	71·05	69·90	69·25	69·30	70·25
15	72·05	71·30	71·05	75·15	79·25	75·90	72·75	71·05	69·90	69·25	69·40	70·25
16	72·05	71·30	71·15	75·15	79·25	75·80	72·65	71·00	69·90	69·25	69·25	70·25
17	72·10	71·25	71·25	74·75	79·25	75·65	72·50	70·90	69·80	69·15	69·30	70·25
18	72·30	71·40	71·65	74·50	79·25	75·50	72·55	71·00	69·80	69·15	69·30	70·25
19	73·15	71·65	71·80	74·30	79·25	75·30	72·50	70·80	69·80	69·25	69·25	70·25
20	71·90	71·90	71·90	74·25	79·15	75·25	72·50	70·80	69·80	69·15	69·30	70·25
21	71·75	72·15	71·50	74·25	79·05	75·05	72·40	70·75	69·75	69·15	69·30	70·25
22	71·75	72·15	71·55	74·15	78·90	74·90	72·40	70·75	69·65	69·05	69·30	70·30
23	71·75	72·05	71·55	74·05	78·80	74·80	72·30	70·65	69·65	69·15	69·30	70·30
24	71·40	72·00	71·55	74·05	78·75	74·65	72·25	70·55	69·75	69·15	69·25	70·25
25	71·75	72·25	71·55	74·15	78·65	74·50	72·15	70·55	69·65	69·15	69·30	70·25
26	71·50	72·05	71·75	74·25	78·55	74·40	72·05	70·55	69·65	69·15	69·40	70·30
27	71·40	71·80	71·90	74·25	78·50	74·25	72·00	70·55	69·65	69·15	69·50	70·30
28	71·30	71·40	72·05	74·30	78·40	74·15	71·90	70·50	69·55	69·15	69·50	70·30
29	71·40	71·30	72·25	74·50	78·30	74·00	71·90	70·50	69·55	69·25	69·55	70·40
30	73·40	..	72·50	75·80	78·15	74·00	71·80	70·40	69·50	69·30	69·55	70·50
31	71·40	..	72·55		78·05	..	71·75	70·30		69·10		70·50

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1909.

TABLE No. 405.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·50	70·65	71·30	71·65	76·25	79·55	73·80	72·25	71·55	71·65	71·15	71·65
2	70·40	70·65	71·30	71·80	76·25	79·30	73·75	72·25	71·65	71·65	71·15	71·65
3	70·40	70·75	71·30	71·90	76·75	79·15	73·80	72·15	71·50	71·55	71·15	71·75
4	70·30	70·75	71·30	72·05	76·90	78·90	73·55	72·05	71·50	71·55	71·25	71·65
5	70·25	70·75	71·25	72·40	76·80	78·65	73·40	72·00	71·75	71·55	71·25	71·65
6	70·40	70·75	71·40	72·80	76·65	78·30	73·30	72·00	71·50	71·55	71·15	71·65
7	70·40	70·75	71·40	72·80	76·40	78·05	73·15	71·90	71·50	71·65	71·15	71·65
8	70·55	70·75	71·30	74·10	76·30	77·65	73·15	71·90	71·50	71·65	71·25	71·65
9	70·55	70·75	71·30	75·25	76·30	77·40	73·05	71·80	71·50	71·65	71·15	71·65
10	70·55	70·80	71·30	75·65	76·25	77·15	72·90	71·75	71·50	71·65	71·15	71·65
11	70·55	70·80	71·25	75·80	76·75	76·80	72·80	71·65	71·55	71·55	71·15	71·90
12	70·50	70·75	71·15	75·05	77·25	76·55	72·65	71·40	71·55	71·55	71·15	71·80
13	70·50	70·80	71·15	74·65	77·80	76·25	72·65	71·40	71·55	71·50	71·15	71·75
14	70·40	70·80	71·05	75·05	78·15	76·05	72·55	71·40	71·55	71·40	71·15	71·65
15	70·40	70·90	71·00	75·65	78·30	75·90	72·50	71·30	71·65	71·40	71·15	71·55
16	70·30	71·00	71·00	75·65	78·40	75·65	72·40	71·30	71·65	71·30	71·15	71·50
17	70·40	71·05	70·80	75·75	78·55	75·40	72·30	71·50	71·55	71·50	71·25	71·50
18	70·40	71·15	70·80	75·80	78·80	75·50	72·25	71·30	71·65	71·25	71·25	71·40
19	70·40	71·15	70·80	75·95	79·00	75·25	72·25	71·25	71·55	71·25	71·25	71·50
20	70·50	71·05	70·75	76·15	79·15	75·00	72·25	71·05	71·55	71·25	71·25	71·50
21	70·50	70·90	70·75	76·15	79·30	74·80	72·25	71·25	71·65	71·15	71·25	71·50
22	70·40	70·80	70·65	76·15	79·50	74·75	72·15	71·15	71·65	71·15	71·30	71·50
23	70·40	70·75	72·65	76·15	79·55	74·65	72·15	71·05	71·65	71·25	71·65	71·50
24	70·40	70·80	70·65	76·25	79·65	74·65	72·15	71·15	71·75	71·30	71·55	71·50
25	70·40	70·90	70·65	76·00	79·65	74·50	72·30	71·05	71·65	71·25	71·80	71·40
26	70·40	71·00	70·65	76·05	79·65	74·40	72·25	71·15	71·65	71·25	71·75	71·40
27	70·40	71·30	70·75	76·00	79·65	74·25	72·30	71·05	71·65	71·25	71·55	71·30
28	70·40	71·30	70·90	76·00	79·90	74·05	72·55	71·05	71·65	71·25	71·50	71·30
29	70·40		71·00	75·90	79·90	74·05	72·90	71·05	71·65	71·40	71·55	71·30
30	70·50		71·15	75·80	79·75	73·90	73·25	71·05	71·65	71·25	71·55	71·30
31	70·50		71·40				73·40	71·00		71·25		71·30

ELEVATIONS of Ottawa River, head of Ste. Anne Lock, Ste. Anne, Que., during 1910.

TABLE No. 406.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·25	71·05	70·40	73·50								
2	71·25	71·05	70·40	73·80								
3	71·25	71·00	70·40	74·00								
4	71·15	71·00	70·50	74·15								
5	71·15	71·00	70·65	74·25								
6	71·15	71·00	71·00	74·30								
7	71·15	71·00	71·30	74·30								
8	71·05	71·40	71·75	74·50								
9	71·00	70·90	72·05	74·65								
10	71·00	70·90	72·05	74·80								
11	70·90	70·90	72·05	74·90								
12	70·90	70·80	71·90	75·00								
13	70·90	70·80	71·40	74·90								
14	70·90	70·80	71·30	74·80								
15	70·90	70·75	71·25	74·65								
16	70·90	70·75	71·25	74·50								
17	70·90	70·65	71·15	74·40								
18	70·90	70·65	71·05	74·40								
19	70·90	70·75	71·00	74·30								
20	70·90	70·75	71·65	74·30								
21	70·80	70·65	71·15	74·30								
22	70·90	70·55	71·50	74·40								
23	71·05	70·50	72·00	74·50								
24	71·25	70·50	72·40	74·55								
25	71·30	70·50	72·80	74·55								
26	71·30	70·50	73·05	74·75								
27	71·30	70·50	73·15	74·90								
28	71·30	70·50	73·05	75·15								
29	71·25		73·05	75·15								
30	71·25		73·15	75·25								
31	71·15		73·25									

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1871.

TABLE No. 407.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	69·45	69·30	68·40	69·80	72·40	71·55	69·90	69·05	68·55	67·95	67·70	67·70
2....	69·45	69·30	68·45	69·80	72·15	71·15	69·90	69·05	68·55	67·95	67·70	67·70
3....	69·45	69·30	68·45	69·80	72·05	71·40	69·80	68·95	68·45	67·95	67·70	67·80
4....	69·40	69·30	68·55	69·80	72·80	71·30	69·80	68·95	68·45	67·95	67·65	67·90
5....	69·40	69·40	68·65	69·90	72·95	71·20	69·70	68·95	68·40	67·95	67·65	67·95
6....	69·40	69·40	68·70	69·95	73·15	71·15	69·70	68·90	68·40	67·95	67·65	67·95
7....	69·40	69·55	68·80	70·05	73·30	71·05	69·65	68·90	68·40	67·95	67·55	68·05
8....	69·40	69·55	68·90	70·15	73·45	71·05	69·65	68·90	68·40	67·95	67·55	68·05
9....	69·40	69·55	68·95	70·20	73·65	70·95	69·55	68·80	68·30	67·95	67·55	68·15
10....	69·40	69·55	69·20	70·30	73·65	70·90	69·55	68·80	68·30	67·95	67·55	68·15
11....	69·40	69·55	69·55	70·40	73·55	70·80	69·45	68·80	68·30	67·90	67·45	68·20
12....	69·40	69·55	69·90	70·45	73·45	70·80	69·45	68·70	68·30	67·90	67·45	68·20
13....	69·40	69·55	70·30	70·55	73·40	70·70	69·45	68·70	68·20	67·90	67·45	68·30
14....	69·30	69·55	70·95	70·65	73·20	70·65	69·40	68·65	68·20	67·90	67·40	68·30
15....	69·30	69·65	71·05	70·70	73·05	70·65	69·40	68·65	68·20	67·90	67·40	68·30
16....	69·30	69·65	70·90	70·80	72·90	70·65	69·30	68·65	68·20	67·90	67·40	68·30
17....	69·20	69·15	70·70	70·90	72·70	70·55	69·30	68·65	68·15	67·80	67·40	68·30
18....	69·15	69·00	70·55	71·05	72·55	70·55	69·30	68·65	68·15	67·80	67·40	68·30
19....	69·15	68·95	70·55	71·05	72·45	70·15	69·30	68·65	68·15	67·80	67·40	68·40
20..	69·15	68·65	70·45	71·15	72·40	70·40	69·30	68·65	68·15	67·80	67·45	68·40
21....	69·15	68·55	70·45	71·20	72·30	70·30	69·20	68·70	68·15	67·80	67·45	68·40
22....	69·20	68·55	70·40	71·30	72·20	70·30	69·20	68·70	68·15	67·80	67·55	68·45
23....	69·20	68·55	70·40	71·45	72·15	70·20	69·20	68·80	68·15	67·70	67·55	68·45
24....	69·20	68·45	70·30	71·55	72·05	70·20	69·20	68·90	68·05	67·70	67·65	68·55
25....	69·20	68·45	70·20	71·65	71·95	70·15	69·15	68·95	68·05	67·70	67·65	68·65
26....	69·20	68·40	70·15	71·95	71·90	70·15	69·15	68·95	68·05	67·70	67·70	68·55
27....	69·30	68·40	70·05	71·95	71·80	70·05	69·15	68·90	68·05	67·80	67·70	68·55
28....	69·30	68·40	69·95	72·05	71·70	70·05	69·15	68·80	67·95	67·80	67·70	68·45
29....	69·30	..	69·80	72·15	71·70	70·05	69·05	68·90	67·95	67·80	67·70	68·45
30....	69·30		69·80	72·30	71·65	69·95	69·05	68·65	67·95	67·70	67·70	68·45
31....	69·30		69·80	.....	71·65	.....	69·05	68·55	.....	67·70	.....	68·40

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1872.

TABLE No. 408.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	68·15	68·05	67·80	67·90	69·40	71·20	68·80	68·05	67·65	67·95	68·30	68·20
2....	68·05	67·95	67·80	67·95	69·55	71·15	68·80	68·05	67·70	67·95	68·30	68·30
3....	88·05	67·95	67·80	68·05	69·80	71·15	68·70	68·05	67·55	67·90	68·30	68·30
4....	88·05	67·95	67·80	68·15	69·95	71·05	68·65	68·05	67·55	67·80	68·30	68·30
5....	68·15	67·90	67·80	68·20	70·15	71·05	68·65	68·05	67·55	67·90	68·30	68·45
6....	68·15	67·90	67·90	68·30	70·20	70·95	68·65	68·05	67·55	67·95	68·30	68·55
7....	68·15	67·90	67·90	68·40	70·40	70·95	68·55	67·95	67·55	68·15	68·30	68·70
8....	68·05	67·90	68·40	68·45	70·55	70·90	68·55	67·95	67·65	68·40	68·30	68·80
9....	68·05	67·90	67·90	68·55	70·45	70·90	68·55	67·95	67·65	68·65	68·20	68·95
10....	68·15	67·80	67·80	68·65	70·65	70·80	68·55	67·90	67·65	68·65	68·20	69·20
11....	68·15	67·80	67·80	68·70	70·70	70·80	68·45	67·90	67·65	68·65	68·20	69·40
12....	68·05	67·65	67·80	68·80	70·90	70·70	68·45	67·90	67·65	68·65	68·20	69·45
13....	68·05	67·65	67·80	68·80	71·05	70·70	68·45	67·80	67·65	68·55	68·20	69·65
14....	67·95	67·55	67·70	68·80	71·20	70·65	68·45	67·80	67·65	68·55	68·20	69·65
15....	68·05	67·55	67·70	68·90	71·40	70·65	68·40	67·80	67·65	68·15	68·20	69·65
16....	68·05	67·30	67·70	68·95	71·55	70·55	68·40	67·80	67·65	68·15	68·20	69·65
17....	68·15	67·05	67·80	68·90	71·70	70·55	68·40	67·70	67·70	68·15	68·15	69·15
18....	68·15	66·30	67·80	68·80	71·80	70·45	68·40	67·70	67·80	68·45	68·15	69·15
19....	68·20	66·30	67·80	68·65	71·80	70·45	68·40	67·70	67·90	68·45	68·15	68·80
20....	68·20	66·30	67·80	68·65	71·70	70·20	68·30	67·65	67·95	68·40	68·15	68·70
21....	68·15	66·30	67·80	68·70	71·70	70·15	68·30	67·65	68·05	68·40	68·15	68·40
22....	68·15	66·40	67·90	68·70	71·65	69·95	68·30	67·65	68·05	68·40	68·15	68·05
23....	68·05	66·45	67·90	68·80	71·65	69·80	68·30	67·70	68·05	68·40	68·15	67·90
24....	68·05	66·65	67·90	68·90	71·55	69·70	68·30	67·70	68·05	68·10	68·05	67·80
25....	68·05	66·80	67·90	68·90	71·55	69·65	68·20	67·80	68·05	68·30	68·05	67·70
26....	68·05	67·30	67·90	68·95	71·45	69·45	68·20	67·80	68·05	68·30	68·15	67·65
27....	68·05	67·55	67·80	69·05	71·45	69·30	68·20	67·70	68·05	68·30	68·15	67·65
28....	68·05	67·80	67·80	69·05	71·40	69·15	68·20	67·70	68·05	68·30	68·05	67·65
29....	68·05	67·80	67·80	69·15	71·40	68·95	68·20	67·70	68·05	68·30	68·05	67·55
30....	68·05	.....	67·80	69·20	71·30	68·90	68·20	67·65	68·05	68·30	68·30	67·55
31....	68·05	....	67·80	.....	71·20	.....	68·20	67·65	.....	68·30	.....	67·55

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1873.

TABLE No. 409.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	67·55	68·95	67·95	69·20	71·65	73·80	70·40	69·45	68·45	68·30	69·30	68·45
2	67·55	69·15	67·95	69·20	71·70	73·65	70·40	69·45	68·45	68·20	69·30	68·45
3	67·65	69·20	67·95	69·30	71·80	73·45	70·40	69·40	68·45	68·30	69·20	68·55
4	67·65	69·30	67·95	69·30	71·90	73·30	70·30	69·30	68·45	68·45	69·20	69·05
5	67·65	69·40	68·05	69·45	71·95	73·15	70·30	69·20	68·45	68·55	69·20	69·80
6	67·70	69·30	68·05	69·65	72·05	73·05	70·30	69·20	68·40	68·70	69·15	69·80
7	67·70	69·20	68·05	69·90	72·15	72·90	70·20	69·15	68·40	68·80	69·15	69·70
8	67·70	69·15	68·15	70·20	72·30	72·70	70·20	69·15	68·40	68·80	69·15	69·55
9	67·80	69·05	68·15	70·55	72·45	72·65	70·15	69·05	68·40	68·90	69·05	69·45
10	67·80	68·95	68·20	70·70	72·55	72·55	70·15	69·05	68·40	68·90	69·05	69·30
11	67·90	68·90	68·20	70·90	72·70	72·40	70·05	69·05	68·40	68·90	68·95	69·15
12	67·90	68·90	68·20	71·05	72·90	72·30	70·05	68·95	68·30	68·95	68·95	69·20
13	67·90	68·80	68·30	71·20	73·05	72·20	69·95	68·95	68·30	68·95	68·95	68·95
14	67·95	68·80	68·30	71·55	73·15	72·05	69·95	68·95	68·30	68·95	68·95	69·20
15	67·95	68·70	68·30	71·90	73·30	71·95	69·90	68·90	68·30	68·95	68·90	69·70
16	68·05	68·65	68·30	72·05	73·40	71·90	69·90	68·90	68·30	68·95	68·90	69·30
17	68·05	68·65	68·40	72·20	73·45	71·80	69·80	68·90	68·20	68·95	68·90	69·05
18	68·15	68·55	68·40	72·30	73·55	71·65	69·80	68·80	68·20	68·95	68·90	68·90
19	68·15	68·45	68·40	72·40	73·65	71·45	69·80	68·80	68·20	69·05	68·80	68·80
20	68·15	68·40	68·40	72·40	73·70	71·55	69·70	68·80	68·20	69·05	68·80	69·40
21	68·20	68·30	68·40	72·30	73·80	71·30	69·70	68·70	68·20	69·15	68·80	69·65
22	68·20	68·30	68·45	72·20	73·80	71·20	69·70	68·70	68·20	69·15	68·70	69·70
23	68·30	68·20	68·45	72·15	73·70	71·15	69·70	68·70	68·30	69·15	68·70	69·70
24	68·30	68·20	68·45	72·05	73·70	71·05	69·65	68·65	68·40	69·15	68·65	69·80
25	68·40	68·15	68·55	71·95	73·70	70·95	69·65	68·65	68·40	69·20	68·65	69·80
26	68·45	68·05	68·65	71·80	73·80	70·90	69·65	68·65	68·40	69·20	68·55	69·70
27	68·55	67·95	68·70	71·70	73·80	70·80	69·65	68·55	68·55	69·20	68·55	69·70
28	68·65	67·90	68·80	71·65	73·90	70·70	69·55	68·55	68·55	69·20	68·55	69·65
29	68·70	.....	68·90	71·55	73·90	70·65	69·55	68·55	68·30	69·30	68·45	69·65
30	68·70	.....	68·95	71·55	73·95	70·55	69·55	68·45	68·30	69·30	68·45	69·65
31	68·80	.....	69·15	.....	73·95	.....	69·55	68·45	.....	69·30	.....	69·70

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1874.

TABLE No. 410

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·80	70·55	69·80	70·20	70·05	73·30	71·95	69·80	68·55	68·20	67·90	67·80
2	69·80	70·55	69·80	70·15	70·05	73·20	71·90	69·80	68·55	68·20	67·80	67·90
3	69·90	70·55	69·80	70·05	69·95	73·20	71·80	69·70	68·55	68·20	67·80	67·90
4	69·90	70·55	69·90	69·95	69·95	73·15	71·70	69·65	68·55	68·20	67·80	67·95
5	69·95	70·65	69·90	69·90	69·90	73·15	71·65	69·65	68·45	68·20	67·80	68·05
6	69·95	70·65	69·95	69·80	69·90	73·05	71·55	69·55	68·45	68·30	67·80	68·15
7	70·05	70·65	69·95	69·70	69·95	73·05	71·45	69·45	68·45	68·30	67·70	68·20
8	70·15	70·65	70·05	69·65	70·05	72·95	71·40	69·45	68·40	68·30	67·70	68·30
9	70·15	70·65	70·15	69·55	70·20	72·95	71·30	69·40	68·40	68·15	67·70	68·40
10	70·20	70·55	70·15	69·65	70·40	72·90	71·20	69·40	68·40	68·15	67·70	68·45
11	70·30	70·40	70·20	69·70	70·55	72·80	71·15	69·30	68·40	68·05	67·70	68·55
12	70·40	70·30	70·20	69·90	70·70	72·80	71·05	69·30	68·40	68·05	67·70	68·65
13	70·45	70·20	70·30	70·05	70·90	72·70	70·95	69·20	68·40	68·05	67·70	68·70
14	70·55	70·15	70·30	70·20	71·15	72·65	70·90	69·20	68·40	68·05	67·70	68·80
15	70·55	69·95	70·40	70·30	71·30	72·55	70·80	69·20	68·45	68·05	67·70	68·90
16	70·65	69·80	70·45	70·40	71·55	72·40	70·70	69·15	68·40	68·05	67·70	68·95
17	70·65	69·70	70·45	70·55	71·70	72·30	70·65	69·15	68·40	67·95	67·80	69·05
18	70·70	69·65	70·55	70·45	71·80	72·20	70·55	69·15	68·40	67·95	67·80	69·15
19	70·70	69·55	70·65	70·40	72·15	72·15	70·55	69·05	68·30	67·95	67·80	69·20
20	70·80	69·45	70·70	70·40	72·45	72·05	70·45	69·05	68·30	67·95	67·80	69·30
21	70·80	69·40	70·80	70·40	72·80	72·15	70·40	69·05	68·30	67·95	67·80	69·40
22	70·15	69·30	70·80	70·40	72·95	71·15	70·40	68·95	68·30	67·95	67·80	69·30
23	69·80	69·30	70·70	70·40	73·15	72·20	70·30	68·95	68·20	67·95	67·80	69·20
24	69·65	69·30	70·70	70·40	73·30	72·20	70·20	68·90	68·20	67·90	67·80	68·80
25	69·95	69·40	70·65	70·40	73·30	72·30	70·20	68·90	68·20	67·90	67·80	68·45
26	70·30	69·55	70·55	70·40	73·30	72·40	70·15	68·80	68·20	67·90	67·80	69·05
27	70·30	69·65	70·45	70·40	73·20	72·30	70·05	68·80	68·20	67·90	67·80	69·40
28	70·40	69·80	70·45	70·40	73·15	72·20	70·05	68·70	68·20	67·90	67·80	69·65
29	70·45	.....	70·40	70·40	73·05	72·15	69·95	68·70	68·20	67·90	67·80	69·80
30	70·55	.....	70·30	70·05	73·15	72·05	69·90	68·65	68·20	67·90	67·80	69·80
31	70·55	.....	70·30	.....	73·20	.....	69·90	68·65	.....	67·90	.....	69·80

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1875.

TABLE No. 411.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·30	68·40	68·20		69·30	72·20	69·30	68·45		67·90	68·20	68·15
2	69·55	68·05	68·40		69·20	72·15	69·30	68·40		67·90	15	68·15
3	69·40	67·95	68·40		69·55	71·95	69·30	68·40		67·90	15	69·40
4	69·45	67·70	68·40		69·95	71·95	69·20	68·40		67·90	05	69·70
5	69·40	67·15	68·45		69·95	71·80	69·20	68·30		67·95	05	68·95
6	69·05	66·90	68·70		69·95	71·45	69·20	68·40		67·95	67·95	69·40
7	68·95	66·70	68·90		70·05	71·40	69·15	68·30		68·05	67·95	69·05
8	69·05	67·70	69·15		70·45	71·20	69·15	68·30		67·55	68·05	68·95
9	69·05	67·30	68·55		70·45	71·15	69·05	68·30		67·95	68·05	68·95
10	68·90	67·40	68·45		70·80	70·95	69·05	68·40		67·95	67·95	68·95
11	68·90	67·70	68·40		71·15	70·90	69·05	68·40		67·90	67·90	69·05
12	68·80	67·90	68·30		71·55	70·80	68·95	68·30		67·90	68·05	68·90
13	68·90	68·15	68·15		71·70	70·55	68·95	68·40		67·90	68·05	68·65
14	68·40	68·20	67·95		72·20	70·40	68·90	68·40		67·95	68·05	68·40
15	68·30	68·70	67·80		72·45	70·30	68·90	68·40		67·95	67·90	68·40
16	68·30	68·55	67·80		72·95	70·20	68·80	68·40		68·05	67·80	68·40
17	68·45	68·45	67·80		73·20	70·15	68·80	68·45		67·95	67·90	68·40
18	68·45	68·65	67·90		73·55	69·95	68·70	68·65		68·05	67·70	68·45
19	68·80	68·70	67·90		73·65	64·90	68·65	68·55		67·95	67·45	68·15
20	68·90	68·65	67·90		73·80	69·90	68·65	68·45		67·95	67·40	68·80
21	68·80	68·65	68·30		73·65	69·80	68·65	68·55		68·05	67·30	68·80
22	68·45	68·55	68·30		73·65	69·80	68·65	68·55		68·05	67·05	68·70
23	68·45	68·65	68·30		73·55	69·70	68·80	68·55		68·05	67·05	69·05
24	68·55	68·45	68·15		73·30	69·65	68·70	68·45		68·05	67·80	69·05
25	68·45	68·30	68·20		73·15	69·55	68·70	68·45		68·05	67·95	69·20
26	68·40	68·20	68·30		73·15	69·45	68·65	68·40		68·15	67·95	69·40
27	68·45	68·20	68·05		73·15	69·30	68·65	68·45		67·80	67·80	69·55
28	68·65	68·20	67·90		72·95	69·30	68·65	68·40		68·05	67·95	69·55
29	68·70		67·95		72·95	69·30	68·70	68·30		68·05	67·80	69·55
30	68·90		67·80		72·80	69·40	68·45	68·30		67·95	67·95	69·15
31	68·55		67·70		72·70		68·45	68·30		68·05		69·15

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1876.

TABLE No. 412.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·15	69·45	69·45	69·80	73·40	74·95	72·30	70·20	69·30		68·80	68·80
2	68·80	69·15	69·15	69·70	73·40	74·80	72·20	70·20	69·20		68·80	68·80
3	68·65	68·70	68·70	69·80	73·45	74·70	71·90	70·15	69·20		68·70	68·95
4	68·55	68·90	68·90	69·70	73·30	74·55	72·15	70·15	69·20		68·95	68·90
5	69·40	69·05	69·05	69·70	73·45	74·30	72·05	70·15	69·15		68·95	68·80
6	69·55	69·40	69·40	69·80	73·65	74·15	71·95	70·05	69·15		68·95	68·80
7	69·55	69·20	69·20	70·15	73·90	73·90	71·95	69·95	69·15		68·80	68·90
8	69·80	69·05	69·05	70·30	74·20	73·80	71·95	69·95	69·15		69·05	68·95
9	69·80	68·80	68·80	70·40	74·65	73·65	71·90	69·95	69·05		68·95	68·80
10	69·70	68·95	68·95	70·40	74·90	73·55	71·90	69·90	68·95		69·05	68·90
11	69·55	69·05	69·05	70·20	75·30	73·45	71·90	69·90	68·90		68·95	69·15
12	69·80	69·05	69·05	70·40	75·90	73·40	71·70	69·80	68·90		68·95	69·30
13	69·95	69·20	69·20	70·65	76·05	73·20	71·70	69·80	68·90		69·05	69·65
14	69·90	69·40	69·40	70·95	76·30	73·30	71·65	69·70	68·90		69·05	69·40
15	69·80	69·30	69·30	71·40	76·55	73·30	71·55	69·70	68·80		69·05	69·20
16	69·45	69·55	69·55	71·95	76·65	73·30	71·30	69·70	68·90		69·05	69·20
17	69·70	69·65	69·65	72·05	76·55	73·30	71·20	69·65	68·90		68·95	69·05
18	69·70	69·65	69·65	72·40	76·55	73·30	71·15	69·55	68·70		69·05	68·95
19	69·65	69·90	69·90	72·40	76·55	73·40	71·15	69·70	68·90		69·05	68·90
20	69·70	70·05	70·05	72·40	76·40	73·30	70·90	69·65	68·90		69·05	68·95
21	69·70	69·80	69·80	72·45	76·40	73·15	70·95	69·55	68·80		69·05	69·05
22	69·55	69·70	69·70	72·55	76·30	73·15	70·80	69·45	68·80		68·95	69·30
23	69·55	69·55	69·55	72·65	76·20	73·05	70·70	69·45	68·80		69·05	69·65
24	69·65	69·40	69·40	72·80	75·95	72·90	70·70	69·40	68·80		69·15	69·70
25	69·80	69·45	69·45	72·90	75·95	72·90	70·65	69·30	68·80		69·15	69·70
26	69·55	70·05	70·05	72·95	75·90	72·80	70·45	69·30	69·90		69·05	69·80
27	69·80	70·45	70·45	72·90	75·80	72·80	70·20	69·20	68·90		68·90	69·80
28	69·95	70·30	70·30	72·95	75·70	72·70	70·30	69·20	68·90		68·90	69·30
29	69·65	70·05	70·05	73·05	75·65	72·70	70·40	69·30	68·95		68·80	69·40
30	69·45		69·70	73·40	75·55	72·55	70·40	69·30	68·95		68·90	69·45
31	69·30		69·80		75·20		70·30	69·30				69·45

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1877.

TABLE No. 113.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·05	69·15	68·05	69·20	71·05	69·95	69·15	68·70	68·20	67·80	67·80	68·80
2	70·05	68·55	68·05	69·40	71·05	69·90	69·15	68·65	68·20	67·80	67·70	68·80
3	70·20	68·45	68·05	69·80	70·80	69·90	69·20	68·65	68·20	67·80	67·80	68·80
4	69·80	68·45	67·95	69·80	70·90	69·80	69·20	68·65	68·20	67·65	67·90	68·80
5	69·80	68·55	67·95	69·90	70·80	69·70	69·20	68·65	68·30	67·65	67·95	68·80
6	70·30	68·40	67·95	69·80	70·80	69·65	69·15	68·65	68·30	67·65	67·95	68·80
7	70·40	68·30	68·05	69·90	70·80	69·55	69·15	68·65	68·15	67·70	68·05	68·95
8	70·45	68·30	68·05	69·90	70·65	69·45	69·15	68·65	68·05	67·70	67·90	68·95
9	70·15	68·55	68·05	69·90	70·55	69·40	49·15	68·65	68·05	67·70	68·05	68·95
10	70·15	68·65	68·15	69·70	70·40	69·40	69·15	68·65	68·05	67·80	68·20	68·95
11	69·95	68·40	68·15	69·90	70·40	69·40	69·15	68·65	68·05	67·90	68·15	69·15
12	69·70	68·30	68·15	69·80	70·30	69·40	69·15	68·65	68·05	67·90	68·05	68·95
13	69·55	68·15	68·15	69·80	70·30	69·40	69·05	68·45	68·05	67·90	68·05	68·95
14	69·30	68·15	68·20	69·80	70·15	69·40	68·95	68·45	68·05	67·80	68·05	68·80
15	69·30	68·45	68·20	69·70	70·15	69·30	68·95	68·45	68·05	67·80	68·05	68·65
16	68·90	68·65	68·20	69·70	70·05	69·30	68·95	68·45	68·05	67·80	67·95	68·70
17	69·05	68·40	70·05	69·80	70·05	69·30	68·95	68·45	68·05	67·90	68·15	68·80
18	69·55	68·30	69·95	69·80	70·05	69·30	68·95	68·45	68·05	67·80	68·15	68·90
19	69·95	68·55	70·05	70·05	70·05	69·20	68·95	68·45	68·05	67·80	68·05	68·55
20	70·30	68·95	69·70	70·30	70·05	64·20	68·95	68·40	67·95	67·70	68·05	68·55
21	69·70	69·15	69·70	70·55	70·05	69·20	68·95	68·40	67·95	67·65	68·15	68·55
22	69·55	68·80	69·65	70·65	70·05	69·15	68·95	68·40	67·95	67·55	68·05	68·55
23	69·45	68·45	69·95	70·70	70·05	69·15	68·95	68·40	67·90	67·65	68·15	68·55
24	69·75	68·20	69·90	70·70	70·05	69·15	68·80	68·40	67·90	67·70	68·20	68·15
25	69·55	68·20	70·05	70·70	70·05	69·15	68·80	68·40	67·90	67·90	68·20	68·45
26	69·45	68·15	70·80	70·80	70·15	69·15	68·80	68·40	67·90	67·80	68·30	68·40
27	69·70	68·15	70·80	70·80	70·20	69·15	68·80	68·30	67·90	67·70	68·40	48·40
28	69·65	68·05	71·80	70·80	70·15	69·15	68·90	68·30	67·80	67·70	68·45	48·40
29	69·65	.....	71·95	70·90	70·15	69·15	68·95	68·30	67·70	67·80	68·70	68·40
30	69·55	.....	71·90	70·90	69·95	69·15	68·90	68·30	67·70	67·80	68·80	68·30
31	69·40	.....	71·05	.....	69·95	.....	68·80	68·30	.....	67·90	.....	68·30

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1878.

TABLE No. 114.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·15	69·30	68·65	69·20	70·40	70·40	69·55	69·15	68·95	69·15	70·70	70·65
2	68·20	68·95	68·70	69·20	70·40	70·40	69·55	69·15	68·95	69·15	70·95	70·70
3	68·20	68·95	68·45	69·20	70·45	70·30	69·55	69·15	68·95	69·15	70·30	70·70
4	68·65	69·05	68·45	69·20	70·45	70·30	69·55	69·15	68·95	69·15	70·30	70·70
5	69·05	68·95	68·55	69·20	70·55	70·30	69·45	69·15	68·90	69·15	70·30	70·55
6	69·05	68·90	68·65	69·30	70·65	70·30	69·45	69·15	68·90	69·15	70·30	70·55
7	69·05	68·65	68·65	69·40	70·70	70·20	69·40	69·15	68·90	69·05	70·30	70·40
8	69·15	68·40	68·80	69·45	70·80	70·05	69·40	69·15	68·90	69·15	70·20	70·30
9	69·30	68·30	69·30	69·55	70·90	69·95	69·40	69·15	68·80	69·15	70·15	70·15
10	69·55	68·20	69·40	69·55	70·95	69·90	69·40	69·15	68·80	69·05	70·05	70·15
11	69·40	68·15	69·40	69·55	71·05	69·90	69·40	69·20	68·70	69·05	69·95	70·45
12	68·95	68·30	69·30	69·90	71·15	69·90	69·40	69·30	68·70	68·95	70·30	70·40
13	68·80	68·80	69·15	70·05	71·20	69·90	69·30	69·30	68·70	68·95	70·05	70·40
14	68·80	68·90	69·15	70·55	71·20	69·90	69·30	69·40	68·90	68·95	70·05	70·40
15	68·70	68·70	69·20	70·30	71·20	69·90	69·30	69·40	68·95	68·95	70·05	70·40
16	69·15	68·65	69·30	70·30	71·05	69·80	69·20	69·30	68·95	69·05	69·95	70·15
17	69·55	68·45	69·40	70·30	70·95	69·70	69·20	69·30	69·05	69·05	69·95	70·15
18	70·05	68·40	69·30	70·20	71·80	69·70	69·20	69·40	69·05	69·15	69·90	70·15
19	69·95	68·40	69·30	70·20	71·55	69·70	69·20	69·45	69·05	69·30	69·90	70·15
20	69·80	68·65	69·30	70·20	71·55	69·70	69·15	69·40	68·90	69·55	69·80	70·15
21	69·05	68·40	69·30	70·20	71·45	69·70	69·15	69·30	68·95	69·55	69·80	70·55
22	68·80	68·30	69·15	70·20	71·40	69·65	69·15	69·20	69·05	69·70	69·80	70·55
23	68·70	68·15	69·15	70·20	71·30	69·65	69·15	69·15	69·05	69·80	69·90	70·65
24	68·65	68·15	69·15	70·20	71·30	69·55	69·05	69·15	69·15	69·70	69·95	70·45
25	69·20	68·15	69·15	70·15	71·30	69·55	69·05	69·15	69·20	69·70	70·05	70·55
26	69·45	68·30	68·95	70·20	71·30	69·45	69·15	69·05	69·20	69·80	70·15	70·55
27	69·40	68·45	68·95	70·20	71·30	69·55	69·20	69·05	69·20	70·05	70·30	70·55
28	69·30	68·55	68·95	70·20	71·30	69·55	69·20	69·05	69·20	70·05	70·40	70·30
29	70·45	.	68·95	70·30	71·30	69·55	69·20	69·05	69·15	70·15	70·45	70·30
30	70·45	.	69·15	70·30	71·20	69·55	69·20	68·95	69·15	70·45	70·45	70·30
31	70·70		69·30	...	71·20	.....	69·20	68·95	...	70·45	.....	70·30

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1879.

TABLE No. 115.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·30	70·15	69·55	69·45	71·95	72·45	70·20	69·45	68·45	68·30	67·80	67·95
2	71·30	70·20	69·55	69·55	72·15	72·40	70·05	69·30	68·45	68·30	67·80	67·95
3	70·20	70·20	69·65	69·65	72·40	72·30	70·05	69·20	68·45	68·30	67·70	67·95
4	71·30	70·15	69·65	69·65	72·55	72·20	70·05	69·15	68·45	68·30	67·55	67·90
5	71·20	69·95	69·30	69·65	72·70	72·15	69·95	69·15	68·45	68·30	67·55	67·80
6	71·15	69·90	69·20	69·55	72·80	71·95	69·90	69·15	68·45	68·20	67·55	67·80
7	71·05	69·80	69·30	69·65	72·90	71·80	69·80	69·05	68·15	68·15	67·45	67·95
8	70·95	69·55	69·30	69·65	72·90	71·65	69·80	69·05	68·45	68·15	67·15	68·05
9	70·95	69·70	69·20	69·65	72·90	71·55	69·80	68·95	68·45	68·15	67·45	68·20
10	70·70	69·80	69·05	69·65	72·95	71·45	69·80	68·90	68·40	68·05	67·45	68·30
11	70·65	69·95	68·95	69·65	72·95	71·40	69·70	68·90	68·40	68·05	67·45	68·40
12	70·70	70·15	68·95	69·65	72·95	71·40	69·70	68·80	68·30	68·05	67·15	68·45
13	70·80	70·05	68·95	69·90	72·95	71·15	69·70	68·80	68·30	67·95	67·45	68·55
14	70·90	70·05	68·95	69·95	73·20	71·15	69·65	68·80	68·30	67·95	67·45	68·55
15	70·80	70·15	69·20	70·15	73·05	71·05	69·65	68·70	68·30	67·95	67·55	68·55
16	70·65	70·40	69·20	70·40	73·15	70·95	69·65	68·65	68·30	67·90	67·70	68·55
17	70·70	70·55	69·30	70·80	73·15	70·95	69·65	68·55	68·30	67·90	67·90	68·55
18	70·80	70·15	69·40	70·95	73·70	70·90	69·65	68·55	68·40	67·90	67·90	68·65
19	70·90	70·40	69·45	71·15	73·95	70·90	69·65	68·55	68·40	67·80	67·90	68·70
20	70·95	70·40	69·40	71·15	74·15	70·80	69·55	68·65	68·45	67·80	67·90	68·70
21	70·70	70·30	69·30	71·30	74·20	70·70	69·45	68·65	68·45	67·80	67·80	68·80
22	70·70	70·30	69·30	71·30	74·20	70·70	69·45	68·65	68·40	67·80	67·80	69·05
23	70·70	70·05	69·30	71·40	74·20	70·70	69·45	68·70	68·40	67·80	67·90	69·30
24	70·70	69·80	69·15	71·40	74·15	70·70	69·45	68·70	68·40	67·80	67·95	69·65
25	70·70	69·65	69·15	71·40	73·95	70·45	69·45	68·65	68·40	67·80	67·95	70·05
26	70·45	69·65	69·05	71·40	73·80	70·45	69·45	68·55	68·40	67·80	67·95	70·05
27	70·15	69·55	69·05	71·45	73·65	70·45	69·45	68·45	68·40	67·80	67·95	70·05
28	70·15	69·55	69·05	71·45	73·45	70·30	69·45	68·45	68·40	67·80	66·90	70·05
29	70·55	..	69·15	71·65	73·45	70·20	69·55	68·45	68·30	67·80	66·90	70·05
30	69·80		69·30	71·80	72·80	70·15	69·55	68·45	68·30	67·80	66·90	70·05
31	70·15		69·40		72·65		69·55	68·45		67·80		70·05

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1880.

TABLE No. 116.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·80	69·55	69·20	68·90	72·05	73·15	70·80	69·40	68·30	68·15	68·30	68·80
2	70·05	69·65	69·30	68·95	72·20	73·05	70·70	69·30	68·30	68·15	68·30	68·80
3	69·95	69·65	69·40	69·15	72·20	72·95	70·65	69·20	68·30	68·15	68·40	68·95
4	70·05	69·65	69·45	70·65	72·20	72·80	70·55	69·20	68·30	68·15	68·40	69·05
5	70·15	69·65	69·55	70·95	72·20	72·70	70·40	69·20	68·30	68·15	68·40	68·95
6	70·20	69·80	69·55	71·15	72·20	72·65	70·40	69·15	68·30	68·15	68·40	68·90
7	70·30	70·65	69·80	71·30	72·20	72·55	70·30	69·15	68·45	68·05	68·40	68·80
8	70·15	70·45	69·80	71·20	72·20	72·40	70·20	69·15	68·45	68·05	68·45	68·80
9	70·65	70·30	69·70	71·15	72·30	72·30	70·15	69·05	68·15	68·05	68·55	68·90
10	70·30	70·05	69·65	71·15	72·55	72·20	70·05	69·05	68·15	68·05	68·70	68·90
11	69·70	69·95	69·65	70·80	72·80	72·20	69·95	68·95	68·45	68·05	68·90	68·95
12	69·70	69·95	69·65	70·80	72·95	72·20	69·95	68·90	68·40	68·05	69·15	69·15
13	69·80	69·40	69·80	70·70	73·15	72·20	69·90	68·80	68·30	68·05	69·45	69·15
14	70·15	69·40	69·80	70·70	73·30	72·20	69·70	68·80	68·30	68·05	69·55	69·30
15	69·90	69·30	69·80	70·80	73·30	72·15	69·65	68·70	68·70	68·05	69·55	69·20
16	70·20	69·20	69·65	70·80	73·30	72·05	69·55	68·70	68·70	68·05	69·55	69·05
17	69·80	69·05	69·45	70·90	73·55	71·95	69·55	68·65	68·20	68·05	69·65	68·70
18	69·15	68·90	69·45	70·90	73·65	71·80	69·55	68·65	68·20	68·05	69·80	68·70
19	69·05	68·95	69·30	70·95	73·70	71·70	69·55	68·65	68·20	68·15	69·45	68·70
20	69·05	69·05	69·20	71·05	73·70	71·65	69·55	68·65	68·20	68·30	69·45	68·80
21	69·20	69·70	69·15	71·15	73·65	71·55	69·55	68·70	68·20	68·30	69·45	69·05
22	69·30	69·70	69·15	71·15	73·55	71·40	69·55	68·70	68·20	68·15	69·15	69·05
23	69·45	69·45	69·15	71·30	73·45	71·30	69·55	68·65	68·20	68·30	69·55	69·65
24	69·80	69·20	69·15	71·30	73·40	71·20	69·55	68·65	68·20	68·30	69·70	69·65
25	70·05	69·20	69·15	71·30	73·40	71·15	69·55	68·65	68·05	68·30	69·80	69·65
26	70·05	69·20	69·15	71·30	73·40	70·95	69·45	68·40	68·05	68·30	69·80	69·65
27	69·90	69·20	69·15	71·15	73·40	70·90	69·45	68·40	68·05	68·20	69·40	69·90
28	69·40	69·20	69·15	71·80	73·30	70·80	69·45	68·30	68·05	68·15	69·30	69·95
29	69·40	69·20	68·90	71·90	73·20	70·80	69·40	68·30	68·05	68·15	68·90	69·90
30	69·40	.. ..	68·80	71·90	73·20	70·80	69·40	68·30	68·05	68·20	68·90	69·80
31	69·45		68·80		73·20		69·40	68·30		68·30		69·80

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1881.

TABLE No. 417.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·70	68·30	67·90	68·95	69·95	71·55	69·20	68·65	67·90	.....	67·70	67·80
2	69·65	68·30	67·90	68·95	70·30	71·30	69·20	68·65	67·90	.....	67·70	67·80
3	69·65	68·45	67·90	69·20	70·55	71·05	69·20	68·65	67·90	.....	67·65	67·80
4	69·55	68·65	67·90	69·20	70·70	71·05	69·20	68·65	68·05	.....	67·65	67·80
5	68·95	68·80	67·80	69·15	70·90	70·95	69·15	68·65	68·05	.....	67·70	67·80
6	69·05	68·80	67·70	69·15	70·90	70·90	69·05	68·65	68·05	.....	67·70	67·90
7	69·20	68·80	67·80	68·80	70·90	70·90	69·05	68·65	68·05	.....	67·70	67·95
8	69·30	68·80	67·90	68·70	70·95	70·70	68·95	68·65	68·15	.....	67·80	67·95
9	69·45	68·30	68·05	68·70	70·95	70·70	68·95	68·55	67·90	.....	67·80	68·05
10	69·65	68·15	68·05	68·80	70·95	70·40	68·95	68·15	67·90	.....	67·80	67·05
11	69·40	67·95	68·15	68·80	71·15	70·30	68·95	68·45	67·90	.....	67·80	67·95
12	69·30	67·95	68·15	68·80	71·30	70·20	68·95	68·45	67·90	.....	67·80	67·95
13	69·30	67·90	68·15	68·90	71·30	70·15	68·95	68·45	67·90	.....	67·80	67·90
14	69·20	67·90	68·15	68·95	71·40	70·05	68·80	68·45	67·90	.....	67·90	67·90
15	69·20	68·15	68·30	68·95	71·45	69·95	68·80	68·45	67·90	.....	67·95	67·90
16	69·20	68·30	68·30	68·95	71·65	69·90	68·80	68·40	67·90	.....	67·95	67·90
17	69·15	68·15	68·45	68·95	71·80	69·80	68·80	68·30	67·80	.....	67·95	68·05
18	69·15	68·15	68·55	68·70	71·90	69·70	68·70	68·20	67·80	.....	67·95	67·95
19	69·15	68·15	68·65	68·70	71·95	69·70	68·70	68·20	67·80	.....	68·05	67·95
20	64·15	68·15	69·80	68·70	72·15	69·65	68·80	68·20	67·80	.....	67·95	67·95
21	69·20	68·15	69·80	68·70	72·20	69·65	68·80	68·20	67·75	.....	67·80	67·95
22	69·20	68·15	70·20	68·70	72·20	69·45	68·80	68·20	67·55	.....	67·80	67·90
23	69·05	68·15	70·80	68·80	72·20	69·45	68·80	68·20	67·65	.....	67·80	67·90
24	68·70	68·15	71·05	68·80	72·05	69·40	68·80	68·15	67·65	.....	67·80	67·90
25	68·55	68·05	71·05	69·15	71·95	69·30	68·70	68·05	67·65	.....	67·80	67·95
26	68·55	68·40	70·95	69·15	71·95	69·20	68·70	68·05	67·65	.....	67·80	67·95
27	68·40	68·65	69·80	69·20	71·80	69·15	68·70	68·05	67·65	.....	67·90	67·95
28	68·30	68·65	69·30	69·20	71·65	69·15	68·70	68·05	67·65	.....	67·95	68·05
29	67·95	.....	69·30	69·45	71·55	69·15	68·65	68·05	67·65	.....	67·80	68·15
30	68·15	.....	69·30	69·80	71·55	69·30	68·65	67·95	67·65	.....	67·80	68·20
31	68·30	.....	69·15	.....	71·55	.....	68·65	67·90	.....	.....	.....	68·30

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1882.

TABLE No. 418.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·30	70·15	68·80	69·65	70·80	72·90	71·80	70·30	69·70	69·35	68·80	68·30
2	68·30	70·15	69·55	69·65	70·80	72·90	71·70	70·20	69·70	69·30	68·70	68·30
3	68·30	70·05	69·80	69·55	70·80	72·90	71·65	70·15	69·70	69·40	68·55	68·30
4	68·45	70·05	70·45	69·55	70·80	72·90	71·65	70·05	69·65	69·20	68·45	68·30
5	69·30	70·05	70·30	69·55	70·90	72·95	71·55	69·95	69·65	69·05	68·40	68·30
6	69·45	69·80	70·15	69·55	70·90	72·95	71·45	69·95	69·65	69·05	68·40	68·30
7	69·80	69·80	70·15	69·55	70·90	72·95	71·45	69·90	69·65	69·05	68·40	68·40
8	69·80	69·70	69·90	69·55	70·90	72·95	71·45	69·80	69·55	69·05	68·40	68·45
9	69·65	69·70	69·80	69·80	70·90	72·95	71·40	69·80	69·45	69·05	68·40	68·55
10	69·65	69·65	69·70	69·80	70·90	72·95	71·40	69·80	69·40	69·05	68·40	68·40
11	69·55	69·30	69·70	69·90	70·90	72·80	71·30	69·80	69·40	68·95	68·40	68·80
12	69·45	68·80	69·70	69·90	70·90	72·65	71·20	69·80	69·30	68·90	68·40	68·90
13	69·40	68·70	69·65	69·90	70·95	72·65	71·05	69·80	69·15	68·80	68·40	68·90
14	69·30	68·80	69·65	69·90	71·15	72·55	71·05	69·80	69·15	68·80	68·45	69·15
15	69·05	68·80	69·70	69·90	71·40	72·40	71·05	68·80	69·15	68·80	68·65	69·20
16	69·90	69·05	69·65	69·90	71·45	72·20	70·95	69·80	69·20	68·80	68·80	69·20
17	69·80	69·15	69·45	70·15	71·55	72·15	70·90	69·80	69·15	68·80	68·80	69·30
18	69·80	69·15	69·40	70·15	71·65	72·15	70·80	69·80	69·15	68·80	68·80	69·55
19	70·15	69·15	69·40	70·15	71·65	72·15	70·80	69·80	69·15	68·80	68·80	69·55
20	70·15	69·15	69·40	70·65	71·70	72·15	70·70	69·80	69·05	68·70	68·90	69·80
21	70·30	69·15	69·40	70·65	71·80	72·15	70·70	69·80	69·05	68·70	68·90	69·80
22	70·30	69·20	69·30	71·55	71·80	72·20	70·55	69·90	69·05	68·70	68·90	70·15
23	70·30	69·20	69·65	71·95	71·95	72·20	70·45	69·95	69·40	68·70	68·80	70·15
24	69·80	69·20	69·65	71·95	72·05	72·15	70·40	70·05	69·40	68·70	68·80	69·80
25	69·30	69·20	69·65	71·90	72·20	72·15	70·40	69·95	69·40	68·65	68·80	69·30
26	69·30	69·20	69·65	71·80	72·45	72·05	70·40	69·90	69·40	68·65	68·80	68·95
27	69·30	69·15	69·80	71·80	72·55	71·95	70·40	69·80	69·30	68·65	68·80	68·80
28	69·30	68·80	69·80	71·70	72·55	71·95	70·30	69·80	69·30	68·65	68·45	68·70
29	69·55	.....	69·80	71·70	72·55	71·95	70·30	69·70	69·30	68·65	68·40	69·05
30	70·05	.....	69·80	71·70	72·80	71·90	70·30	69·70	69·40	68·70	68·30	68·70
31	70·15	.....	69·80	.....	72·80	.....	70·30	69·70	.....	68·80	.....	68·70

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1883.

TABLE No. 419.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·80	68·30	68·70	67·90	70·45	72·55	71·95	70·95	69·55	69·40	69·30	70·15
2	68·80	68·40	68·65	67·95	70·45	72·55	71·95	70·90	69·55	69·40	69·30	70·20
3	68·80	68·70	68·40	68·15	70·40	72·55	72·20	70·90	69·55	69·40	69·30	70·30
4	69·15	68·70	68·20	68·15	70·40	72·55	72·30	70·80	69·55	69·30	69·40	70·40
5	69·05	68·80	68·70	68·05	70·65	72·45	72·30	70·80	69·55	64·30	69·40	70·45
6	68·80	68·90	68·65	68·15	70·90	72·30	72·20	70·70	69·45	69·30	69·45	70·45
7	68·95	68·90	68·70	68·55	71·05	72·30	72·30	70·70	69·45	69·30	69·45	69·90
8	68·90	68·70	68·70	68·65	71·15	72·20	72·20	70·70	69·45	69·30	69·45	69·80
9	68·90	68·55	68·90	68·70	71·15	72·05	72·15	70·65	69·40	69·15	69·45	69·90
10	68·90	68·70	68·90	69·20	71·15	72·05	72·05	70·55	69·40	69·20	69·45	69·95
11	68·65	68·65	68·45	69·95	71·05	72·05	71·95	70·45	69·40	69·20	69·55	70·05
12	68·65	68·40	68·30	70·45	71·20	71·95	71·90	70·40	69·40	69·20	69·55	69·95
13	68·40	68·65	68·40	70·95	71·30	72·05	71·80	70·40	69·40	69·20	69·65	70·05
14	68·15	68·70	68·45	71·15	71·45	72·15	71·70	70·20	69·30	69·20	69·65	69·95
15	68·90	68·55	68·40	71·30	71·45	72·05	71·65	70·20	69·30	69·15	69·70	70·15
16	68·95	68·40	68·40	71·30	71·45	71·95	71·55	70·05	69·40	69·15	69·70	70·20
17	69·05	68·05	68·40	71·40	71·45	71·90	71·55	70·05	69·40	69·20	69·70	70·30
18	68·80	68·15	68·20	71·65	71·45	71·90	71·55	70·05	69·40	69·20	69·70	70·40
19	68·55	68·40	68·15	72·80	71·45	72·15	71·65	70·05	69·40	69·30	69·70	70·40
20	68·70	68·55	67·80	72·95	71·45	72·30	71·65	70·05	69·40	69·40	69·55	70·40
21	68·65	68·40	67·80	73·05	71·45	72·30	71·65	70·05	69·30	69·30	69·55	70·70
22	68·55	68·40	67·90	72·90	71·45	72·20	71·70	70·05	69·30	69·20	69·55	70·80
23	68·55	68·20	68·15	72·90	71·45	72·20	71·65	70·05	69·30	69·15	69·55	71·40
24	68·45	68·20	68·15	72·80	71·90	72·15	71·55	69·95	69·30	69·15	69·55	71·40
25	68·70	68·15	68·05	72·55	72·05	72·05	71·45	69·90	69·30	69·15	69·65	71·45
26	68·80	68·05	68·05	72·30	72·20	72·05	71·40	69·80	69·30	69·15	69·70	71·45
27	68·80	68·15	67·95	72·15	72·40	72·05	71·30	69·80	64·30	69·20	69·80	71·30
28	69·15	68·15	67·95	71·95	72·30	71·95	71·30	69·70	69·30	69·20	69·90	71·30
29	69·20		67·95	71·95	72·30	71·95	71·20	69·70	69·30	69·20	70·05	71·30
30	69·20		68·15	71·80	72·30	71·95	71·05	69·65	69·40	69·20	70·45	71·30
31	69·20		68·15		72·30		71·05	69·55		69·20		71·20

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1884.

TABLE No. 420.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·20	70·15	69·80	72·70	72·65	72·45	70·45	69·80	69·40	69·05	69·30	68·90
2	71·20	69·80	70·05	72·45	72·70	72·45	70·40	69·80	69·40	69·05	69·30	68·90
3	71·20	69·95	70·05	72·20	72·70	72·30	70·40	69·90	69·40	68·95	69·30	68·90
4	71·20	69·95	70·15	72·05	72·80	72·30	70·40	69·95	69·30	68·95	69·45	68·90
5	71·20	70·05	70·20	72·05	72·90	72·20	70·30	70·05	69·30	68·95	69·30	68·90
6	71·20	70·15	70·15	71·80	73·05	72·15	70·30	70·05	69·20	68·95	69·45	68·90
7	71·20	70·30	70·05	71·65	73·15	72·05	70·30	70·15	69·20	68·95	69·45	69·30
8	71·40	70·20	69·90	71·55	73·15	71·95	70·30	70·15	69·20	68·95	69·45	69·90
9	71·55	70·15	69·65	71·65	73·20	71·80	70·30	70·15	69·20	68·90	69·45	70·15
10	71·55	70·20	69·40	71·65	73·40	71·70	70·15	70·05	69·20	68·90	69·40	70·20
11	71·45	70·40	69·40	71·90	73·45	71·65	70·15	69·95	69·20	68·90	69·30	70·20
12	71·45	70·30	69·45	71·95	73·55	71·45	70·15	69·95	69·15	68·95	69·20	70·20
13	71·45	70·30	69·40	72·05	73·65	71·40	70·15	69·95	69·15	68·95	69·15	70·20
14	71·30	70·20	69·40	72·05	73·65	71·40	70·05	69·90	68·95	68·95	69·15	70·15
15	71·30	70·05	69·40	72·05	73·55	71·40	70·05	69·80	68·95	69·05	69·15	70·15
16	71·30	69·90	69·45	72·05	73·55	71·30	70·05	69·80	68·95	69·05	69·15	69·90
17	71·15	70·30	69·65	72·05	73·55	71·30	69·95	69·80	68·95	69·05	69·05	70·05
18	70·95	70·30	69·70	72·15	73·45	71·20	69·95	69·70	68·95	69·05	68·90	70·30
19	70·80	70·30	69·65	72·30	73·45	71·20	69·95	69·70	68·95	68·95	68·80	70·45
20	70·65	70·40	69·45	72·30	73·45	71·15	69·95	69·65	68·90	68·95	68·80	70·65
21	70·45	70·40	69·55	72·30	73·45	71·15	69·95	69·65	68·90	68·95	68·80	70·65
22	70·65	70·40	69·65	72·20	73·45	71·05	69·95	69·45	68·90	68·95	68·70	70·70
23	70·70	70·45	69·90	72·20	73·45	70·95	69·95	69·15	68·95	69·05	68·80	70·55
24	70·55	70·45	70·15	72·30	73·40	70·90	69·95	69·15	68·95	69·05	68·95	70·80
25	70·40	70·45	70·55	72·30	73·30	70·80	69·80	69·45	68·95	69·05	69·15	71·30
26	70·40	70·65	71·20	72·30	73·20	70·65	69·80	69·45	68·95	69·05	69·30	71·80
27	70·40	70·70	71·55	72·40	73·15	70·45	69·80	69·45	68·95	69·05	69·30	71·15
28	70·30	70·80	72·15	72·40	73·05	70·40	69·80	69·45	69·05	69·15	69·30	71·65
29	70·30	70·80	72·40	72·55	72·80	70·55	69·80	69·30	69·05	69·30	69·45	70·90
30	70·30		72·70	72·55	72·70	70·15	69·80	69·30	69·05	69·30	69·45	71·05
31	70·40		72·80		72·55		69·80	69·40		69·40		71·30

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1885.

TABLE No. 421.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	71·05		70·30	68·40	74·45	72·80	71·55	70·20	69·30	69·15	69·45	69·45
2	71·05		70·05	68·40	74·30	72·90	71·40	70·05	69·30	69·15	69·45	69·30
3	71·40		69·80	68·45	73·80	72·95	71·30	69·95	69·30	69·15	69·45	69·30
4	71·80		69·70	68·55	73·40	72·95	71·30	69·95	69·30	69·05	67·55	69·30
5	72·40		69·70	68·65	74·70	72·90	71·20	70·05	69·30	69·05	69·55	69·45
6	72·20		69·55	68·70	72·80	72·65	71·20	69·95	69·30	68·95	69·65	69·65
7	71·55		69·40	68·80	72·65	72·65	71·20	69·95	69·15	68·95	69·65	69·80
8	70·95		69·40	69·30	72·65	72·55	71·30	69·90	69·05	68·95	69·70	69·95
9	70·55		69·45	68·80	72·80	72·45	71·30	69·80	69·05	68·95	69·80	70·20
10	70·55		69·05	68·90	72·95	72·40	71·30	69·80	69·05	68·95	69·90	70·15
11	70·65		69·05	68·95	73·05	72·30	71·30	69·80	69·05	68·95	69·95	70·20
12	70·80		68·80	69·30	73·15	72·20	71·20	69·80	69·05	68·95	69·95	70·20
13	70·45		69·15	69·45	73·20	71·95	71·20	69·80	69·05	68·90	69·95	70·15
14	70·70		68·95	69·70	73·40	71·95	71·20	69·80	69·05	68·90	69·95	70·05
15	71·20		69·05	70·30	73·30	71·90	71·15	69·80	69·05	68·90	69·95	69·95
16	70·95		69·15	70·40	73·40	71·80	71·15	69·80	69·05	68·95	69·95	69·95
17	70·80		68·95	70·45	73·30	71·65	71·15	69·80	69·05	68·95	69·95	70·15
18	70·45		68·80	70·70	73·30	71·55	71·05	69·80	69·05	68·95	69·95	70·30
19	70·65		68·65	71·70	73·20	71·45	70·95	69·70	69·15	69·15	69·95	70·15
20	70·65		68·15	72·15	73·30	71·40	70·95	69·65	69·20	69·30	69·95	70·65
21	70·65		68·30	72·20	73·30	71·40	70·95	69·65	69·20	69·45	69·95	70·80
22	70·15		68·65	72·45	73·30	71·40	70·95	69·65	69·20	69·65	69·95	71·05
23	70·20		68·65	72·80	73·30	71·40	70·80	69·65	69·20	69·80	69·90	71·20
24	69·90		68·55	72·80	73·30	71·45	70·80	69·65	69·20	69·80	69·80	71·40
25	70·30		68·45	72·70	73·30	71·55	70·80	69·55	69·20	69·70	69·70	71·45
26	70·45		68·30	73·90	73·20	71·65	70·70	69·45	69·20	69·55	69·55	71·65
27	70·30		68·30	74·15	73·20	71·65	70·65	69·40	69·20	69·40	69·45	71·65
28	70·30		68·30	74·20	73·15	71·65	70·55	69·40	69·20	69·45	69·30	71·70
29	70·20		68·30	74·30	72·95	71·65	70·45	69·30	69·20	69·45	69·30	71·65
30	70·05		68·40	74·15	72·90	71·65	70·40	69·30	69·20	69·45	69·30	71·55
31	69·95		68·40		72·80		70·30	69·30		69·45		71·05

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1886.

TABLE No. 422.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·15	70·90	70·40	70·40	73·90	71·65	70·90	70·15	69·05	69·30	68·95	69·30
2	70·15	70·80	70·40	71·05	73·80	71·55	70·80	70·05	69·15	69·30	68·95	69·15
3	69·80	70·80	70·55	72·30	73·70	71·55	70·80	69·95	69·15	69·30	68·95	69·05
4	69·80	70·55	70·95	72·30	73·70	71·45	70·70	69·95	69·15	69·20	68·95	68·95
5	70·30	70·40	71·20	72·15	73·65	71·45	70·70	69·95	69·15	69·30	68·90	69·10
6	71·65	70·30	70·90	72·15	73·65	71·40	70·70	69·95	69·15	69·30	68·90	69·80
7	71·65	70·65	70·80	71·45	73·65	71·30	70·65	69·90	69·15	69·40	68·90	69·80
8	71·70	70·90	70·55	71·20	73·55	71·20	70·55	69·90	69·20	69·30	68·90	70·15
9	71·80	70·80	70·20	71·15	73·30	71·20	70·45	69·90	69·20	69·30	68·95	69·95
10	71·65	70·40	69·95	71·45	73·15	71·20	70·40	69·80	69·20	69·30	69·05	69·90
11	71·30	70·15	69·80	71·80	72·95	71·20	70·30	69·70	69·20	69·30	68·95	69·45
12	71·15	70·05	69·80	71·90	72·80	71·20	70·20	69·65	69·15	69·30	68·90	69·30
13	71·65	69·80	69·80	72·15	72·80	71·15	70·15	69·65	69·15	69·30	68·90	69·05
14	71·15	70·05	69·70	72·40	72·80	71·15	70·15	69·65	69·15	69·30	68·80	68·95
15	71·70	70·30	69·70	72·70	72·70	71·15	70·15	69·55	69·15	69·30	68·80	69·05
16	71·80	70·30	69·55	72·80	72·65	71·15	70·15	69·55	69·15	69·30	68·70	69·30
17	71·90	70·30	69·15	73·15	72·15	74·15	70·15	69·45	69·05	69·30	68·80	69·45
18	71·95	70·45	69·55	73·15	72·45	71·45	70·15	69·45	69·05	69·30	68·95	69·90
19	71·70	70·45	69·40	73·70	72·40	71·15	70·15	69·45	69·05	69·20	69·20	70·05
20	71·65	70·15	69·40	73·95	72·30	71·15	70·20	69·40	68·95	69·20	69·45	70·30
21	71·80	70·15	69·30	73·80	72·30	71·15	70·20	69·40	68·95	69·20	69·70	70·15
22	71·80	70·15	69·30	73·95	72·20	71·05	70·20	69·40	68·95	69·20	69·70	70·05
23	71·80	70·15	69·55	73·95	72·20	71·05	70·20	69·40	68·95	69·20	69·70	69·65
24	71·65	70·05	69·80	74·15	72·15	71·05	70·20	69·20	69·05	69·20	69·80	69·45
25	71·40	70·15	69·80	74·15	71·95	71·05	70·15	69·20	69·05	69·20	69·80	69·40
26	71·20	70·05	69·80	74·15	71·95	70·95	70·15	69·15	69·05	69·20	69·80	69·40
27	71·30	70·05	69·90	74·05	71·95	70·95	70·15	69·05	68·95	69·20	69·80	69·40
28	71·05	70·20	69·90	74·05	71·90	70·95	70·15	68·95	68·95	69·15	69·70	69·65
29	70·80		69·90	74·05	71·90	70·90	70·15	68·95	69·15	69·05	69·65	69·80
30	70·70		69·90	74·05	71·80	70·90	70·15	68·95	69·30	68·95	69·55	70·15
31	70·80		69·95		71·70		70·15	68·95		68·95		69·70

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1887.

TABLE No. 423

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	69·55	69·90	69·95		73·40	71·95	70·15	69·45	68·55	68·15	67·80	67·90
2....	69·30	70·15	70·10		73·40	71·80	70·15	69·45	68·55	68·15	67·80	67·70
3....	69·15	69·90	70·55		73·10	71·80	70·15	69·30	68·55	68·15	67·90	67·80
4....	69·30	69·90	69·80		75·40	71·80	70·15	69·20	68·55	68·15	67·90	67·90
5....	69·45	69·80	69·80		73·45	71·80	70·15	69·20	68·55	68·20	67·90	67·95
6....	69·45	70·15	70·20		73·65	71·80	70·15	69·20	68·55	68·20	67·90	68·05
7....	69·45	70·15	70·20		73·80	71·80	70·15	69·20	68·55	68·20	67·90	68·15
8....	69·30	70·45	70·15		73·95	71·80	70·05	69·20	68·55	68·20	67·90	67·95
9....	69·20	70·15	70·15		73·95	71·65	70·05	69·15	68·55	68·20	67·90	67·95
10....	69·15	70·55	69·90		73·95	71·55	70·05	69·15	68·55	68·20	67·90	67·90
11....	69·05	70·30	69·90		74·15	71·45	69·95	69·15	68·55	68·20	67·90	67·95
12....	68·90	69·95	69·70		74·15	71·40	69·95	69·15	68·55	68·20	67·80	68·05
13....	68·90	70·40	69·70		74·30	71·30	69·95	69·05	68·55	68·20	67·80	68·20
14....	68·90	70·55	69·70		74·30	71·20	69·90	69·05	68·45	48·20	67·80	68·20
15....	68·90	70·55	69·65		74·30	71·05	69·90	69·05	68·45	68·20	67·80	68·05
16....	68·90	70·70	69·65		74·20	71·05	69·90	68·95	68·40	68·20	67·80	67·95
17....	69·70	70·45	69·70		74·15	71·05	69·90	68·95	68·40	68·20	67·80	67·90
18....	69·55	69·95	70·30		73·90	71·05	69·90	68·95	68·40	68·20	67·90	67·90
19....	69·40	70·15	69·80		73·90	70·95	69·90	68·95	68·40	68·20	67·90	67·90
20....	69·70	70·05	69·65		73·90	70·80	69·90	68·95	68·40	68·20	67·90	67·80
21....	69·95	69·95	69·55		73·55	70·80	69·90	68·95	68·40	48·20	67·90	67·80
22....	70·20	69·95	69·40		73·30	70·70	69·90	68·95	68·40	68·20	67·90	68·10
23....	70·40	69·95	69·55		72·95	70·70	69·90	68·90	68·40	68·15	67·90	68·20
24....	70·45	69·95	69·45		72·90	70·70	69·80	68·90	68·40	68·15	67·90	68·15
25....	70·55	70·05	69·45		72·90	70·65	69·70	68·90	68·30	68·15	67·90	68·15
26....	70·45	70·15	69·45		72·65	70·55	69·65	68·80	68·20	68·15	67·90	68·15
27....	70·40	69·95	69·45		72·55	70·45	69·65	68·70	68·15	68·15	67·90	68·15
28....	70·40	69·90	69·45		72·40	70·40	69·55	68·70	68·15	68·05	67·90	68·30
29....	70·30		69·45		72·30	70·10	69·55	68·65	68·15	67·95	67·95	68·20
30....	70·20		69·40		72·30	70·15	69·55	68·65	68·15	67·95	67·80	68·30
31....	69·80		69·70		72·05		69·45	68·65	..	67·90	.	68·20

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1888.

TABLE No. 424.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	69·20	68·90	67·90	68·80	70·05	72·15	70·70	68·90	68·55	68·05	67·80	68·45
2....	68·80	68·90	67·70	68·90	70·15	72·05	70·65	68·90	68·55	68·05	67·80	68·45
3....	68·70	68·65	67·90	68·90	70·45	71·95	70·55	68·90	68·45	68·05	67·90	68·40
4....	68·95	68·65	67·95	68·95	70·40	71·90	70·45	68·90	68·40	68·05	67·95	68·40
5....	69·45	68·55	69·05	69·15	70·40	71·70	70·30	68·90	68·30	68·05	68·15	68·40
6....	69·65	68·45	69·15	69·20	70·45	71·70	70·30	68·90	68·30	68·05	68·15	68·40
7....	69·55	68·65	68·90	69·55	70·65	71·70	70·20	68·80	68·20	68·05	68·20	68·40
8....	69·55	68·80	68·65	69·65	70·65	71·65	70·15	68·70	68·20	67·95	68·20	68·40
9....	69·45	68·80	68·40	69·70	70·65	71·55	70·05	68·65	68·20	67·95	68·30	68·40
10....	69·40	69·30	68·15	69·70	70·70	71·55	69·95	68·70	68·20	67·95	68·55	68·30
11....	69·30	68·80	67·80	69·80	70·80	71·45	69·90	68·70	68·20	67·95	69·05	68·05
12....	69·20	69·15	67·55	70·15	70·95	71·40	69·80	68·65	68·15	67·70	69·55	68·20
13....	69·15	69·40	67·40	70·20	71·30	71·40	69·70	68·65	68·15	67·70	69·95	68·40
14....	69·20	68·55	67·20	70·15	71·65	71·15	69·65	68·55	68·05	67·80	69·80	68·45
15....	69·20	68·20	67·40	69·95	71·90	71·15	69·55	68·15	67·95	67·80	69·30	68·80
16....	69·20	68·20	67·45	69·70	72·20	71·20	69·40	68·15	68·05	67·80	69·30	68·80
17....	69·20	68·15	67·55	69·70	72·45	71·20	69·30	68·15	67·95	67·80	69·80	69·05
18....	69·05	68·30	67·65	69·70	72·80	71·20	69·30	68·15	68·05	67·80	69·95	69·05
19....	68·90	68·20	67·65	69·65	72·80	71·20	69·30	68·15	68·15	67·80	69·80	69·15
20....	68·80	68·20	67·90	69·90	72·80	71·30	69·30	68·55	68·15	67·80	69·70	69·20
21....	68·95	68·20	67·80	70·20	72·80	71·40	69·30	68·15	68·20	67·70	69·55	69·30
22....	69·05	67·95	67·80	70·70	72·80	71·40	69·30	68·45	68·20	67·70	69·45	69·40
23....	69·05	67·90	68·05	69·55	72·80	71·30	69·20	68·15	68·30	67·65	69·45	69·40
24....	69·05	68·45	68·20	69·45	72·80	71·20	69·15	68·40	68·20	67·65	69·40	69·45
25....	69·15	68·30	68·45	69·30	72·80	71·15	69·15	68·40	68·20	67·70	69·40	69·45
26....	68·80	68·30	68·70	69·20	72·70	71·15	69·15	68·40	68·20	67·70	69·40	69·45
27....	68·65	67·20	68·45	69·55	72·65	71·15	69·15	68·40	68·20	67·70	69·40	69·45
28....	68·20	67·20	68·45	69·80	72·45	71·15	69·05	68·45	68·20	67·80	69·40	69·55
29....	68·10	67·30	68·55	69·80	72·10	70·80	68·95	68·45	68·20	67·80	69·40	69·55
30....	68·55	.	68·55	70·05	72·30	70·70	68·90	68·15	68·05	67·80	68·10	69·65
31....	68·05		68·70	.	72·20	...	68·90	68·15	.	67·80	...	69·65

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1889.

TABLE No. 425.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·65	69·95	69·45	69·20	71·55	69·80		69·95	68·55	68·05	67·55	
2	69·70	69·95	69·30	69·15	71·55	69·90		69·95	68·55	68·15	67·55	
3	69·65	69·90	69·20	69·05	71·55	69·90		69·90	68·45	68·15	67·55	
4	69·65	69·90	69·15	69·05	71·55	70·45		69·90	68·45	68·15	67·55	
5	69·65	69·90	68·95	69·20	71·45	70·65		69·90	68·45	68·20	67·55	
6	69·65	69·90	67·80	69·40	71·45	70·95		69·80	68·40	68·20	67·55	
7	69·65	69·80	67·80	69·55	71·40	71·20		69·70	68·40	68·20	67·65	
8	69·65	69·80	67·90	69·70	71·40	71·45		69·55	68·40	68·20	67·65	
9	69·55	69·80	67·95	69·80	71·20	71·65		69·40	68·40	68·20	67·65	
10	69·55	69·80	68·05	69·90	71·15	71·80		69·40	68·30	67·80	67·65	
11	69·45	69·80	68·15	69·95	71·05	71·90		69·30	68·30	68·05	67·65	
12	69·40	69·80	68·20	70·05	70·95	71·90		69·30	68·30	68·15	67·55	
13	69·30	69·80	68·15	70·15	70·80	71·80		69·30	68·30	68·05	67·55	
14	69·20	69·80	68·05	69·95	70·80	71·80		69·30	68·30	68·05	67·55	
15	69·15	69·80	67·95	69·90	70·70	71·55		69·30	68·30	67·80	69·55	
16	68·95	69·80	67·95	69·70	70·65	71·55		69·15	68·30	67·80	67·45	
17	68·80	69·80	67·90	69·65	70·55	71·55		69·15	68·30	67·80	67·55	
18	68·90	69·80	67·80	69·55	70·55	71·55		69·15	68·20	67·80	67·65	
19	68·95	69·80	67·80	69·65	70·55	71·30		69·15	68·20	67·80	67·70	
20	69·05	69·80	67·95	69·70	70·55	71·20		69·15	68·20	67·80	67·70	
21	69·15	69·80	68·15	69·90	70·55	71·20		69·15	68·20	67·80	67·70	
22	69·20	69·70	68·20	69·95	70·45	71·15		69·15	68·20	67·70	67·80	
23	69·30	69·70	68·55	70·05	70·40	71·05		69·15	68·20	67·55	67·80	
24	69·40	69·65	68·80	70·05	70·30	70·90		69·05	68·20	67·55	67·80	
25	69·45	69·70	69·20	70·15	70·20	70·90		69·05	68·20	67·55	67·80	
26	69·55	69·65	69·65	70·20	70·15	70·90		68·95	68·15	67·45	67·80	
27	69·65	69·65	69·55	70·55	69·95	70·90		68·90	68·15	67·45	67·80	
28	69·70	69·55	69·45	70·55	69·90	70·90		68·70	68·05	67·45	67·80	
29	69·80		69·40	70·95	69·90	70·90		68·65	68·05	67·55	67·80	
30	69·95		69·30	71·45	69·95	70·90		68·65	68·05	67·55	67·80	
31	69·95		69·30		69·80			68·65		67·55		

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1890.

TABLE No. 426.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	D c.
1	69·55	71·45	69·90	69·80	71·65	72·80	71·80	70·15	69·45	68·95	68·65	68·80
2	69·55	71·30	69·90	69·95	71·70	72·90	71·65	70·05	69·45	68·95	68·65	68·90
3	69·55	70·95	69·95	70·05	71·80	73·40	71·65	70·05	69·45	68·95	68·65	68·95
4	69·55	70·05	70·05	70·30	71·90	72·95	71·65	69·95	69·40	68·95	68·80	69·05
5	69·65	70·20	70·05	70·45	71·95	72·95	71·55	69·95	69·40	68·90	68·80	69·05
6	69·65	70·45	70·15	70·65	72·20	73·15	71·55	69·95	69·40	68·90	68·70	69·20
7	69·65	70·45	70·15	70·80	72·45	73·15	71·55	69·95	69·40	68·90	68·70	69·45
8	69·70	70·45	70·20	70·90	72·70	73·05	71·40	69·95	69·40	68·90	68·70	69·55
9	69·80	70·45	70·20	71·15	72·70	72·95	71·45	69·90	69·40	68·90	68·70	69·65
10	69·90	70·40	70·30	71·20	72·65	72·95	71·30	69·80	69·40	68·90	68·80	69·65
11	69·95	70·40	70·20	70·90	72·65	72·80	71·15	69·80	69·45	68·90	68·90	69·30
12	70·05	70·40	70·15	70·90	72·65	72·80	71·05	69·70	69·55	68·80	68·95	69·05
13	70·15	70·40	70·05	70·90	72·55	72·80	71·05	69·70	69·80	68·80	68·95	69·15
14	70·30	70·30	70·05	71·45	72·55	72·80	70·95	69·65	69·95	68·70	68·95	69·65
15	70·40	70·30	70·05	71·55	72·45	72·95	70·95	69·65	70·15	68·70	68·95	69·70
16	70·80	70·30	70·05	71·65	72·45	72·90	70·90	69·55	70·05	68·80	69·05	69·95
17	71·15	70·30	69·90	71·70	72·40	72·90	70·80	69·55	69·95	68·80	69·15	69·95
18	71·45	70·40	69·80	71·65	72·40	72·90	70·70	69·55	69·90	68·90	69·20	69·95
19	71·45	70·40	69·70	71·55	72·30	73·05	70·65	69·55	69·80	68·95	69·20	70·05
20	71·45	70·40	69·70	71·45	72·30	73·05	70·55	69·55	69·70	69·05	69·30	70·55
21	71·55	70·40	69·70	71·30	72·65	73·05	70·45	69·45	69·65	68·95	69·40	70·30
22	71·55	70·40	69·70	71·30	73·05	73·05	70·20	69·40	69·55	68·95	69·45	70·65
23	71·55	70·30	69·70	71·30	72·95	72·55	70·20	69·40	69·45	68·95	69·40	70·80
24	71·65	70·20	69·70	71·30	72·90	71·95	70·20	69·45	69·45	68·90	69·30	70·65
25	71·65	70·05	69·70	71·30	72·80	71·95	70·20	69·45	69·40	68·90	69·15	70·45
26	71·65	69·90	69·70	71·20	72·80	71·95	70·20	69·45	69·40	68·80	69·15	70·40
27	71·65	69·80	69·80	71·20	72·80	71·95	70·20	69·45	69·30	68·70	69·05	70·20
28	71·55	69·90	69·80	71·30	72·70	71·95	70·15	69·15	69·30	68·70	68·90	70·05
29	71·55		69·80	71·55	72·70	71·95	70·15	69·45	69·15	68·65	68·80	69·80
30	71·55		69·80	71·55	72·70	71·95	70·05	69·45	68·95	68·65	68·80	69·80
31	71·45		69·80		72·70		70·05	69·45		68·55		69·80

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1891.

TABLE No. 127.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	69·70	68·80	70·30	71·55	72·90	70·80	69·05	69·20	68·55	.....	67·20	68·55
2....	69·65	68·70	70·20	71·55	72·90	70·80	69·05	69·15	68·55	...	67·20	68·55
3....	69·55	68·65	70·15	71·45	72·90	70·70	69·15	69·05	68·45	..	67·15	68·55
4....	69·80	68·70	70·05	71·30	72·90	70·55	69·20	69·05	68·40	.	67·15	68·65
5....	70·05	68·80	69·95	71·30	72·90	70·40	69·20	69·05	68·30	..	67·15	68·70
6....	70·65	68·90	69·90	71·15	72·80	70·30	69·20	69·05	68·20		67·15	69·90
7....	70·45	69·30	69·80	70·95	72·80	70·20	69·20	69·05	68·20	.	67·15	69·05
8....	70·40	69·40	68·80	70·90	72·80	70·20	69·15	68·95	68·20		67·15	68·80
9....	70·40	69·40	69·65	70·80	72·70	70·20	69·15	68·95	68·20		67·15	68·65
10....	70·40	69·45	69·70	70·80	72·70	70·15	69·05	68·90	68·20		66·95	68·80
11....	70·40	69·55	69·80	70·80	72·65	70·05	69·05	68·80	68·20		66·95	68·80
12....	70·30	69·55	69·80	70·95	72·55	70·05	68·95	68·80	68·20		66·95	68·80
13....	70·40	69·55	69·90	71·15	72·40	69·95	68·95	68·80	68·30		66·95	68·70
14....	70·45	69·45	69·95	71·30	72·30	69·90	68·90	68·80	68·30		66·95	68·65
15....	69·80	69·40	70·05	71·30	72·20	69·80	68·90	68·80	68·30		66·95	68·65
16....	69·65	69·30	69·95	71·45	72·15	69·70	68·90	68·70	68·20		66·95	68·70
17....	69·45	69·15	70·40	71·65	72·05	69·65	68·90	68·70	68·15		66·95	68·80
18....	69·80	69·05	70·30	71·65	71·95	69·55	68·90	68·70	68·15		67·15	68·80
19....	70·05	68·95	70·20	71·90	71·90	69·55	68·90	68·55	68·20		67·20	69·30
20....	69·95	69·05	70·15	72·15	71·80	69·55	68·90	68·55	68·15		67·30	69·45
21....	69·90	69·20	70·05	72·20	71·80	69·55	68·95	68·55	68·15		67·30	69·65
22....	69·55	69·30	69·95	72·30	71·70	69·55	68·95	68·55	68·15		67·40	69·15
23....	69·45	69·40	69·80	72·40	71·65	69·55	68·95	68·70	68·15		67·40	69·30
24....	69·30	69·55	70·65	72·45	71·55	69·55	69·15	68·70	68·05		67·80	68·90
25....	68·80	69·55	71·30	72·55	71·45	69·45	69·15	68·90	67·95		67·80	68·40
26....	68·65	69·55	71·65	72·80	71·40	69·40	69·15	68·90	67·95		68·30	68·40
27....	68·65	69·40	71·65	72·80	71·30	69·40	69·20	68·80	67·90		68·40	68·40
28....	68·80	69·40	71·40	72·80	71·20	69·30	69·20	68·70	67·90		68·40	68·55
29....	69·30		71·40	72·90	71·15	69·20	69·20	68·70	67·80		68·40	68·70
30....	69·20	..	71·40	72·95	71·05	69·15	69·20	68·65	67·80		68·30	68·55
31....	69·15		71·45	.. ..	70·90	....	69·20	68·65			...	68·65

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1892.

TABLE No. 128.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	68·65	.....	68·80	67·15	68·80	69·45	70·55	68·70	68·80	68·20	67·80	68·40
2....	68·65	..	68·80	67·55	68·80	69·40	70·55	68·70	68·80	68·20	67·80	68·40
3....	68·55		68·80	69·45	68·90	69·40	70·65	68·70	68·80	68·20	67·80	68·30
4....	68·55		68·70	70·05	68·90	69·40	70·70	68·70	68·70	68·20	67·80	68·30
5....	68·55	...	68·65	71·20	68·95	69·40	70·80	68·70	68·55	68·20	67·90	68·30
6....	68·70	..	68·55	71·30	68·95	69·45	70·80	68·65	68·45	68·20	67·90	68·40
7....	69·95	..	68·45	71·55	68·95	69·45	70·55	68·65	68·40	67·95	67·95	68·40
8....	69·15	..	68·45	71·15	69·05	69·45	70·45	68·55	68·40	67·80	68·05	68·20
9....	69·30		68·45	71·40	69·05	69·45	70·15	68·55	68·40	67·80	68·15	68·20
10....	69·65	...	68·40	70·65	68·95	69·45	70·15	68·55	68·40	67·80	68·20	68·30
11....	69·90	...	68·30	70·55	68·95	69·40	70·05	68·55	68·40	67·80	68·20	68·30
12....	68·80	...	68·20	70·30	69·05	69·40	69·90	69·05	68·30	67·80	68·20	68·20
13....	68·95	.	68·20	70·15	69·05	69·40	69·80	69·15	68·30	67·80	68·15	68·20
14....	69·15	..	68·30	69·65	69·15	69·40	69·55	69·20	68·30	67·80	68·05	68·20
15....	69·20	....	68·40	69·45	69·05	69·40	69·55	69·20	68·40	67·90	67·95	68·15
16....	69·40	.	68·55	69·20	69·05	69·40	69·40	68·95	68·40	67·95	67·95	68·05
17....	69·80	..	68·45	69·05	69·05	69·40	69·30	68·95	68·40	67·80	68·05	68·15
18....	70·20		68·40	68·80	69·05	69·45	69·20	68·95	68·40	67·80	68·05	68·15
19....	70·05	.	68·20	68·70	69·05	69·45	69·20	68·95	68·30	67·80	68·55	68·15
20....	69·90		68·15	68·65	69·05	69·45	69·15	68·95	68·20	67·80	68·80	68·15
21....	69·80	.	68·15	68·55	69·05	70·55	69·05	68·70	68·15	67·80	69·05	68·20
22....	69·80		68·15	68·15	69·15	70·80	68·95	68·70	68·15	67·80	68·95	68·30
23....	69·80		68·15	68·45	69·20	70·65	68·95	68·65	68·15	67·80	68·90	68·40
24....	69·80	.	68·15	68·45	69·30	70·30	68·95	68·55	68·15	67·80	68·80	68·55
25....	69·80		68·15	68·45	69·40	70·05	68·95	68·55	68·15	67·80	68·80	68·65
26....	69·55	.	68·05	68·45	69·40	70·15	68·95	69·80	68·15	67·70	68·65	68·70
27....	69·45		68·05	68·45	69·45	70·15	68·95	69·95	68·20	67·65	68·70	68·70
28....	69·30		67·95	68·55	69·45	70·20	68·90	69·70	68·20	67·65	68·65	68·70
29....	69·30		67·95	68·80	69·55	70·40	68·90	69·15	68·30	67·65	68·65	68·80
30....	69·15		68·05	68·80	69·55	70·45	68·90	69·20	68·30	67·65	68·45	68·80
31....	69·05	.	68·05	.	69·55	...	68·90	69·05	.	67·70	68·20	68·95

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1893.

TABLE No. 429.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1...		67·55	67·80	68·45	70·15	72·80	70·70	69·40	70·05	68·05	68·15	67·90
2...		67·65	67·55	68·55	70·05	72·80	70·65	69·30	69·80	67·95	68·15	67·95
3....		67·65	67·30	68·80	70·40	72·70	70·45	69·20	69·65	67·95	68·15	67·95
4....		67·70	67·20	68·95	70·80	72·65	70·15	69·20	69·45	67·95	68·15	67·95
5...		67·70	67·15	69·05	71·20	72·55	70·40	69·20	69·30	68·05	68·15	68·05
6....	....	67·80	67·05	69·30	72·30	72·55	70·30	69·20	69·15	68·05	68·15	68·20
7....		67·80	67·05	69·40	71·90	72·45	70·30	69·20	69·05	68·15	68·15	68·40
8....		67·80	67·15	69·45	72·45	72·45	70·20	69·20	68·90	68·15	68·05	68·20
9....		67·90	67·15	69·55	72·30	72·45	70·15	69·15	68·70	68·15	68·05	68·15
10...		67·90	67·15	69·55	72·30	72·45	70·15	69·15	68·70	68·15	68·05	67·95
11....		67·90	67·15	69·55	72·30	72·30	70·15	69·05	68·65	68·15	67·90	67·80
12....		67·95	67·15	69·65	72·30	72·30	70·15	68·95	68·55	68·15	67·90	68·05
13....		67·95	67·10	69·65	72·20	72·30	70·15	68·90	68·45	68·15	67·80	68·30
14....		67·95	67·30	69·65	72·30	72·20	70·05	68·80	68·45	68·05	67·90	68·55
15....		67·90	67·30	69·70	72·30	72·05	70·05	68·80	68·45	68·20	67·90	68·80
16....		67·95	67·40	69·80	72·40	71·95	70·05	68·70	68·45	68·40	67·90	68·95
17....		67·90	67·45	69·80	72·45	71·90	69·95	68·65	68·45	68·40	67·90	69·15
18....		67·90	67·55	69·80	72·65	72·15	69·95	68·65	68·55	68·30	67·90	69·45
19...		67·80	67·55	69·80	73·05	72·55	69·95	68·65	68·65	68·20	67·90	69·55
20....		67·80	67·55	69·90	73·55	71·45	69·80	68·55	68·65	68·15	67·90	69·55
21....		67·80	67·80	70·15	73·70	71·40	69·80	68·55	68·55	67·90	69·90	69·65
22....		67·90	67·80	70·15	73·95	71·40	69·70	68·55	68·55	67·95	67·90	69·80
23....		67·90	67·95	70·30	73·95	71·40	69·70	68·55	68·45	68·05	67·90	69·80
24....		67·95	68·05	70·45	73·95	71·30	69·70	68·55	68·45	68·05	67·90	69·55
25....		67·95	68·15	70·55	73·95	71·20	69·65	68·80	68·45	68·05	67·90	69·30
26....		67·95	68·20	70·40	73·70	71·15	69·65	68·80	68·40	68·05	67·90	69·05
27....		67·95	68·30	70·30	73·55	71·05	69·65	68·70	68·40	68·05	67·80	69·40
28....		.....	68·30	70·30	73·45	70·95	69·80	68·70	68·40	68·15	67·80	69·80
29....			68·30	70·30	73·30	70·80	69·45	68·80	68·30	68·15	67·80	69·80
30....		.....	68·40	70·20	73·05	70·80	69·45	69·55	68·20	68·15	67·90	69·70
31...		...	68·45		72·95		69·45	70·20		68·15	..	69·70

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1894.

TABLE No. 430.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1...	69·70	69·45	67·95	70·45	72·05	70·80	72·05	68·70	67·65	67·55	68·05	68·20
2...	69·95	69·55	67·70	70·15	72·05	70·80	72·05	68·70	67·65	67·55	68·05	68·15
3....	70·15	69·65	67·70	69·80	71·95	70·90	71·95	68·55	67·65	67·55	68·20	68·05
4....	70·20	69·70	67·65	69·70	71·95	71·05	71·95	68·55	67·65	67·65	68·30	67·95
5...	70·20	69·80	67·55	69·70	71·95	71·40	71·95	68·55	67·55	67·65	68·40	67·90
6....	70·15	69·55	67·70	69·70	71·95	71·40	71·95	68·55	67·55	67·65	68·30	67·90
7....	70·05	69·30	68·65	69·65	71·95	71·05	71·95	68·55	67·55	67·65	68·30	67·90
8....	69·95	69·05	69·30	69·55	72·05	71·05	72·05	68·55	67·55	67·65	68·20	67·70
9....	69·95	68·90	69·70	69·45	71·95	70·95	71·95	68·55	67·55	67·65	68·20	67·70
10...	69·90	68·80	69·95	69·45	71·95	70·30	71·95	68·55	67·55	67·65	68·20	67·65
11....	69·90	68·70	70·15	69·40	71·95	70·20	71·95	68·40	67·55	67·65	68·20	67·65
12....	69·95	68·55	70·30	69·20	71·95	70·70	71·95	68·40	67·55	67·65	68·20	67·65
13....	70·05	68·30	70·45	69·20	71·70	70·55	71·70	68·40	67·55	67·65	68·30	67·65
14....	70·15	68·05	70·70	69·20	71·55	70·45	71·55	68·40	67·55	67·65	68·30	67·95
15....	70·20	68·15	70·80	69·30	71·45	70·40	71·45	68·30	67·55	67·70	68·30	67·95
16....	70·30	68·20	70·65	69·30	71·40	69·80	71·40	68·30	67·55	67·80	68·30	67·95
17....	70·20	68·30	70·45	69·40	71·20	70·20	71·20	68·20	67·55	67·80	68·20	67·95
18....	70·05	68·30	70·45	69·45	71·05	70·20	71·05	68·15	67·55	67·90	68·15	67·95
19...	69·90	68·40	70·45	69·65	71·05	70·20	71·05	68·05	67·65	67·95	68·15	68·05
20....	69·80	68·15	70·70	69·80	70·95	70·20	70·95	68·05	67·65	67·95	68·05	67·95
21....	69·70	67·95	70·80	70·15	70·80	70·20	70·80	67·80	67·55	67·95	67·95	67·90
22....	69·65	68·15	70·90	70·40	70·80	70·30	70·80	67·80	67·55	67·95	68·05	67·80
23....	69·65	68·30	70·90	70·65	70·80	70·40	70·80	67·80	67·55	67·95	67·95	67·95
24....	69·55	68·40	70·95	70·95	70·80	70·55	70·80	67·90	67·55	68·05	67·95	68·15
25....	69·55	68·40	70·95	71·20	70·80	70·55	70·80	67·90	67·55	68·05	67·95	68·30
26....	69·45	68·30	70·90	71·40	70·80	70·55	70·80	67·90	67·55	68·05	67·95	68·45
27....	69·45	68·20	70·90	71·55	70·80	70·45	70·80	67·80	67·80	68·05	67·80	68·65
28....	69·45	68·20	70·80	71·80	70·80	70·15	70·80	67·80	67·55	67·95	67·90	68·90
29....	69·45	...	70·70	71·90	70·90	70·15	70·80	67·80	67·55	67·95	68·05	69·15
30....	69·45		70·30	71·95	70·95	70·15	70·95	67·55	67·55	67·95	68·15	69·40
31....	69·45		69·95	.	70·80		70·80	67·65	.	68·05	. . .	69·70

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1895.

TABLE No. 431.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	69·70	68·70	67·40	67·65	70·45	69·55	68·45	69·15	67·05	66·55	66·30	67·30
2....	69·65	68·65	67·20	67·65	70·45	69·65	68·40	69·20	67·05	66·55	66·30	67·20
3....	69·55	68·55	67·15	67·65	70·45	69·70	68·30	67·30	66·95	66·65	66·20	67·15
4....	69·55	68·45	67·05	67·70	70·45	69·70	68·20	67·30	66·95	66·70	66·15	67·05
5....	69·65	68·40	66·95	67·90	70·45	69·70	68·15	67·20	66·95	66·65	66·05	67·05
6....	69·70	68·30	66·90	67·95	70·45	69·70	68·05	67·15	66·95	66·65	66·05	66·95
7....	69·65	68·20	67·05	68·20	70·45	69·65	68·05	67·15	66·95	66·55	66·05	66·95
8....	69·15	68·15	67·20	68·70	70·45	69·65	67·95	67·15	66·90	66·55	66·15	67·05
9....	69·20	68·05	67·20	69·30	70·55	69·65	67·90	67·15	66·90	66·45	66·15	67·05
10....	69·05	67·95	67·20	70·15	70·65	69·65	67·80	67·15	66·90	66·40	66·20	67·05
11....	68·90	67·90	67·20	70·90	70·80	69·65	67·80	67·05	66·90	66·45	66·30	67·05
12....	68·70	67·80	67·20	70·40	70·80	69·55	67·80	67·05	66·90	66·45	66·30	67·15
13....	68·65	67·70	67·20	70·05	70·90	69·55	67·70	67·15	66·90	66·45	66·30	67·15
14....	68·55	67·65	67·20	70·30	70·90	69·45	67·65	67·20	66·80	66·40	66·30	67·20
15....	68·45	67·55	67·20	70·55	70·90	69·45	67·55	67·20	66·70	66·40	66·30	67·30
16....	68·40	67·55	67·20	70·05	70·70	69·40	67·55	67·20	66·65	66·40	66·40	67·30
17....	68·45	67·55	67·20	69·80	70·70	69·30	67·55	67·20	66·65	66·30	66·45	67·40
18....	68·65	67·55	67·20	69·70	70·65	69·30	67·55	67·20	66·65	66·30	66·45	67·70
19....	68·70	67·15	67·20	69·45	70·55	69·15	67·55	67·20	66·65	66·30	66·55	67·45
20....	68·95	67·10	67·20	69·40	70·45	69·15	67·45	67·20	66·65	66·30	66·55	67·20
21....	69·20	67·30	67·15	69·30	70·40	69·15	67·45	67·20	66·65	66·30	66·45	67·20
22....	69·20	67·20	67·05	69·30	70·20	69·05	67·40	67·20	66·65	66·30	66·40	67·30
23....	69·15	67·15	66·95	69·15	70·15	69·05	67·30	67·20	66·65	66·30	66·40	67·30
24....	68·95	67·15	66·95	69·55	70·05	68·95	67·30	67·20	66·65	66·30	66·40	67·40
25....	68·80	67·20	66·95	69·65	69·90	68·95	67·30	67·20	66·65	66·30	66·30	67·45
26....	68·80	67·30	67·15	69·70	69·80	68·80	67·20	67·20	66·65	66·30	66·55	67·55
27....	68·80	67·30	67·40	69·70	69·80	68·80	67·20	67·20	66·65	66·30	66·80	68·15
28....	68·80	67·40	67·65	69·70	69·70	68·80	67·15	67·20	66·65	66·30	67·05	68·65
29....	68·80	.	67·65	69·70	69·70	68·65	67·05	67·20	66·65	66·30	67·30	68·65
30....	68·80		67·70	69·70	69·70	68·55	67·05	67·15	66·65	66·30	67·30	68·70
31....	68·70		67·80	.	69·55	. .	67·05	67·15	.	66·30	.	68·95

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1896.

TABLE No. 432.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	68·95	70·05	69·05	67·90	71·65	69·55	68·55	67·80	67·20	67·05	66·95	68·70
2....	69·20	69·95	68·80	68·20	71·45	69·55	68·40	67·80	67·20	67·05	66·95	68·70
3....	69·45	69·70	68·45	68·45	71·40	69·45	68·40	67·80	67·20	67·05	66·95	68·65
4....	69·70	69·65	68·45	68·80	71·20	69·30	68·20	67·80	67·20	67·05	67·05	68·55
5....	69·95	69·55	68·55	68·95	71·65	69·40	68·20	67·80	67·20	67·05	67·15	68·45
6....	70·20	69·40	68·55	68·95	71·65	69·40	68·20	67·80	67·20	67·05	67·30	68·40
7....	70·45	69·20	68·65	69·05	71·30	69·40	68·20	67·80	67·20	67·05	67·45	68·30
8....	70·70	69·05	68·70	69·15	71·30	69·40	68·20	67·80	67·20	67·05	67·65	68·20
9....	70·95	69·05	68·80	69·20	71·30	69·45	68·20	67·80	67·20	67·05	67·70	68·15
10....	70·95	69·05	68·90	69·70	71·20	69·55	68·20	67·80	67·15	67·15	67·70	68·15
11....	70·95	69·05	68·95	70·05	71·20	69·65	68·20	67·80	67·15	67·05	67·80	68·15
12....	70·95	69·05	69·05	70·15	71·20	69·70	68·20	67·80	67·15	67·05	67·90	68·15
13....	70·95	69·05	69·15	71·15	71·15	69·70	68·20	67·70	67·15	67·05	68·05	68·15
14....	70·90	69·05	69·15	70·80	70·95	69·65	68·20	67·65	67·15	66·90	68·05	68·15
15....	70·90	69·05	69·20	71·80	70·90	69·55	68·20	67·55	67·15	66·90	68·15	68·15
16....	70·80	69·05	69·30	72·55	70·80	69·15	68·20	67·65	67·05	66·90	68·15	68·40
17....	70·70	69·05	69·40	72·55	70·65	69·45	68·20	67·70	66·95	66·90	68·20	68·55
18....	70·65	69·05	69·20	72·55	70·45	69·40	68·15	67·70	66·95	66·90	68·30	68·70
19....	70·55	69·05	68·95	72·65	70·55	69·30	68·15	67·55	66·95	66·80	68·20	68·95
20....	70·45	69·05	68·80	72·65	70·45	69·30	68·15	67·45	66·95	66·80	68·05	68·95
21....	70·40	69·05	68·55	72·80	70·20	69·30	68·15	67·45	66·95	66·90	68·05	69·05
22....	70·30	69·05	68·30	72·70	70·05	69·30	68·15	67·45	66·95	66·95	68·05	69·15
23....	70·20	69·05	68·05	72·70	70·05	69·30	68·15	67·45	67·05	67·05	68·05	69·15
24....	70·15	69·15	67·80	72·80	69·70	69·05	68·15	67·15	66·95	67·05	68·20	69·20
25....	70·05	69·15	67·65	72·55	69·70	68·95	67·95	67·15	66·95	67·95	68·30	69·30
26....	69·95	69·15	67·55	72·40	69·70	68·90	67·90	67·40	66·95	67·95	68·45	69·40
27....	69·90	69·15	67·45	72·30	69·65	68·80	67·70	67·40	68·95	67·95	68·55	69·45
28....	69·65	69·15	67·65	71·95	69·65	68·70	67·80	67·40	67·05	67·95	68·65	69·55
29....	69·70	69·20	67·80	71·90	68·95	68·55	68·05	67·40	67·05	67·95	68·65	69·05
30....	69·95		67·90	71·80	69·55	68·55	68·15	67·40	67·05	67·95	68·70	68·55
31....	70·05		67·90	..	69·55	.		67·30	.	66·90	..	68·05

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1897.

TABLE No. 433.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	7July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	68·05	69·30	67·40	69·30	71·80	71·30	69·55	68·80	68·15	67·30	67·15	67·40
2....	68·05	69·15	67·40	69·45	72·05	71·15	69·45	68·90	68·15	67·30	67·15	67·40
3....	68·05	68·95	67·40	69·45	72·20	70·95	69·40	68·80	68·05	67·20	66·90	67·40
4....	68·05	68·80	67·40	69·45	72·30	70·95	69·30	68·70	68·05	67·20	66·95	67·30
5....	68·05	68·55	67·40	69·45	72·30	70·90	69·30	68·65	67·95	67·15	67·15	67·30
6....	68·05	68·40	67·40	69·65	72·15	70·80	69·20	68·55	67·95	67·15	67·15	67·20
7....	68·05	68·30	67·40	69·70	72·15	70·80	69·15	68·40	67·90	67·15	67·30	67·20
8....	68·05	68·20	67·30	69·65	72·05	70·70	69·15	68·65	67·90	67·15	67·30	67·20
9....	68·15	68·05	67·30	69·45	72·05	70·70	69·05	68·55	67·80	67·05	67·30	67·30
10....	68·30	67·90	67·45	69·30	71·95	70·45	69·05	68·45	67·80	66·95	67·05	67·20
11....	68·45	67·70	67·65	69·20	72·05	70·45	69·05	68·30	67·80	66·90	67·20	67·20
12....	68·65	67·65	67·70	69·15	72·05	70·45	68·95	68·40	67·80	66·95	67·15	67·40
13....	68·80	67·55	67·80	69·15	71·80	70·45	69·05	68·40	67·80	66·95	67·15	67·45
14....	68·90	67·55	67·90	69·15	71·80	70·45	69·15	68·45	67·70	67·05	67·15	67·45
15....	68·90	67·55	67·95	69·15	71·80	70·65	68·95	68·45	67·70	67·05	67·05	67·80
16....	68·80	67·55	68·20	69·15	71·70	70·55	68·80	68·45	67·65	66·90	67·05	68·20
17....	68·40	67·45	68·40	69·30	71·70	70·45	68·80	68·40	67·65	66·90	67·20	68·45
18....	68·15	67·45	68·45	69·40	71·45	70·40	68·70	68·40	67·55	66·90	67·15	68·30
19....	68·05	67·45	68·05	69·40	71·30	70·30	68·70	68·40	67·55	66·90	67·20	68·65
20....	67·95	67·40	67·70	69·65	71·30	70·20	68·65	68·40	67·55	66·90	67·05	68·80
21....	68·05	67·40	68·05	69·70	71·30	70·15	68·55	68·30	67·45	66·80	66·95	68·65
22....	68·15	67·40	68·40	69·70	71·40	70·05	68·55	68·30	67·45	66·90	67·20	68·70
23....	68·30	67·30	68·65	69·65	71·45	70·15	68·55	68·30	67·40	66·90	67·05	68·65
24....	68·45	67·30	68·80	69·65	71·55	69·95	68·55	68·30	67·30	66·90	66·95	68·65
25....	68·65	67·20	68·95	69·80	71·65	69·90	68·45	68·30	67·30	66·95	66·95	68·80
26....	68·95	67·30	68·95	69·80	71·70	69·80	68·45	68·30	67·30	66·95	67·15	68·90
27....	69·15	67·30	68·95	69·65	71·70	69·70	68·45	68·30	67·20	66·90	67·15	69·15
28....	69·30	67·40	68·95	71·15	71·80	69·65	68·65	68·30	67·20	66·95	67·20	69·15
29....	69·30	.....	69·05	71·45	71·65	69·70	68·70	68·20	67·20	67·05	67·40	69·70
30....	69·30	.....	69·20	71·70	71·65	69·65	68·80	68·20	67·20	67·05	67·40	69·80
31....	69·30	.	69·30	.	71·55		68·70	68·15		67·15	.	69·80

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1898.

TABLE No. 434.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1.....	69·65	68·95	68·45	70·80	70·05	70·40	69·70	68·40	67·95	67·70	68·65	68·05
2.....	68·65	68·80	68·45	70·70	70·20	70·30	69·80	68·30	67·95	67·65	68·65	68·05
3.....	68·70	68·80	68·55	70·45	70·05	70·40	69·80	68·30	67·90	67·45	68·65	68·05
4.....	68·95	69·70	68·45	70·45	70·05	70·30	69·70	68·20	67·90	67·55	68·65	68·05
5.....	68·95	69·20	68·30	70·40	70·05	70·15	69·65	68·20	67·90	67·70	68·65	68·05
6.....	69·15	69·30	68·20	70·20	70·05	70·05	69·65	68·20	67·80	67·55	68·65	68·05
7.....	68·90	69·15	68·30	70·05	69·95	69·95	69·40	68·15	67·80	67·55	68·65	68·05
8.....	68·65	68·80	68·20	69·95	69·90	69·80	69·40	68·15	67·80	67·55	68·45	68·40
9.....	68·15	68·65	68·05	69·90	69·80	69·80	69·30	68·15	67·80	67·55	68·45	68·30
10.....	68·40	68·55	67·95	69·70	69·80	69·80	69·30	68·15	67·80	67·55	68·30	68·40
11.....	68·55	68·20	68·05	69·65	69·90	69·65	69·20	68·15	67·80	67·55	68·15	68·70
12.....	68·65	68·20	68·30	69·45	69·90	69·65	69·15	68·15	67·80	67·55	68·05	68·90
13.....	69·15	68·05	69·30	69·45	69·80	69·70	69·05	68·05	67·80	67·65	68·20	68·90
14.....	69·55	68·55	70·80	69·65	69·80	69·70	68·95	68·05	67·80	67·55	68·40	68·80
15.....	69·45	68·70	71·55	69·45	69·80	69·70	68·90	68·15	67·70	67·65	68·55	68·90
16.....	69·30	68·45	71·95	69·45	69·80	69·65	68·80	68·15	67·55	67·65	68·55	68·90
17.....	69·20	67·95	72·05	69·45	69·70	69·65	68·70	68·20	67·55	67·80	68·55	68·90
18.....	69·30	67·95	72·45	69·45	69·70	69·55	68·70	68·20	67·55	67·65	68·55	68·90
19.....	69·15	68·45	72·55	69·65	69·65	69·55	68·70	68·15	67·55	67·90	68·55	68·80
20.....	68·90	68·45	72·45	69·65	69·70	69·45	68·70	68·15	67·55	67·90	68·55	69·20
21.....	68·90	68·45	72·30	69·80	69·80	69·45	68·70	68·15	67·55	67·95	68·55	69·40
22.....	69·05	68·45	72·05	69·90	69·80	69·40	68·70	68·15	67·55	67·90	68·55	69·15
23.....	69·05	68·45	72·15	69·95	69·80	69·40	68·55	68·15	67·55	68·15	68·45	69·45
24.....	69·05	68·70	71·40	69·95	69·80	69·40	68·55	68·05	67·70	68·45	68·45	69·45
25.....	69·20	68·70	71·05	70·05	69·90	69·40	68·55	68·05	67·70	68·55	68·45	68·70
26.....	69·30	68·65	70·80	70·05	69·95	69·40	68·55	68·05	67·80	68·55	68·40	68·95
27.....	69·15	68·45	70·65	70·05	70·15	69·40	68·55	68·15	67·80	68·45	68·20	68·70
28.....	69·15	68·40	70·55	70·05	70·20	69·40	68·65	68·15	67·80	68·55	68·05	68·30
29.....	69·15	.....	70·95	70·05	70·20	69·45	68·45	68·15	67·80	68·65	68·05	68·20
30.....	69·05	.....	70·95	70·05	70·40	69·65	68·40	68·05	67·80	68·65	67·95	68·45
31.....	69·05	.....	70·95	.....	70·40	.....	68·40	67·95	.....	68·65	.....	68·70

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1899.

TABLE No. 435.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·30	68·95	67·70	68·30	72·40	71·15	69·45	68·65	67·65	67·80	69·30	68·80
2	69·40	68·90	67·90	68·30	72·65	71·30	69·40	68·65	67·65	67·90	69·40	68·80
3	69·55	69·15	67·70	68·45	73·05	71·30	69·30	68·70	67·65	67·90	69·45	68·80
4	69·55	69·20	67·55	68·30	72·90	71·30	69·30	68·65	67·65	67·95	69·45	68·80
5	69·20	69·05	67·55	68·40	72·95	71·20	69·30	68·65	67·65	67·95	69·45	68·90
6	69·15	68·95	67·80	68·40	73·40	71·20	69·30	68·55	67·65	68·05	69·55	68·90
7	68·95	68·95	67·95	68·45	73·20	71·20	69·15	68·45	67·45	67·95	69·55	68·90
8	69·05	68·80	67·95	68·65	73·20	71·20	69·15	68·45	67·45	67·95	69·45	68·90
9	68·80	68·55	68·15	69·30	73·20	71·20	69·30	68·40	67·40	67·90	69·40	68·80
10	68·45	68·40	68·15	69·65	73·15	71·05	69·65	68·30	67·40	67·80	69·40	68·65
11	68·05	68·40	67·95	69·65	73·05	71·05	69·80	68·30	67·40	67·80	69·20	68·65
12	68·30	68·40	67·90	69·80	72·95	70·95	69·80	68·20	67·40	67·70	69·20	68·80
13	68·65	68·65	67·90	69·80	72·90	70·90	69·80	68·20	67·40	67·70	69·15	69·30
14	68·90	68·80	68·30	70·30	72·70	70·65	69·70	68·15	67·30	67·65	69·05	69·80
15	69·05	68·70	68·30	70·80	72·45	70·55	69·65	68·05	67·30	67·55	69·05	69·95
16	68·90	68·95	68·45	71·30	72·45	70·55	69·65	68·05	67·30	67·55	68·95	70·15
17	68·65	68·30	68·45	71·55	72·40	70·40	69·45	67·95	67·30	67·55	68·95	70·20
18	68·40	67·70	68·65	71·40	72·40	70·40	69·30	67·90	67·30	67·40	68·95	70·05
19	68·65	67·45	68·20	71·40	71·95	70·30	69·30	67·90	67·30	67·55	68·95	69·90
20	69·20	67·55	68·20	71·40	71·90	70·15	69·20	67·90	67·30	67·55	68·95	69·90
21	69·65	67·55	68·20	71·45	71·80	70·15	69·30	67·95	67·30	67·40	68·90	70·05
22	69·40	67·45	68·30	71·65	71·65	70·05	69·30	67·90	67·15	67·20	68·90	70·15
23	68·70	67·65	68·30	71·65	71·45	69·95	69·20	67·90	67·15	67·20	68·90	70·15
24	68·55	67·70	68·55	71·80	71·30	69·90	69·05	67·90	67·20	67·45	68·90	70·15
25	68·20	68·30	68·55	71·95	71·20	69·90	68·90	67·80	67·20	67·40	68·90	70·05
26	68·45	68·40	68·30	71·80	71·05	69·80	68·80	67·80	67·30	67·45	68·90	70·05
27	68·55	68·05	68·05	71·90	71·05	69·80	68·80	67·80	67·40	67·45	68·80	69·95
28	68·65	68·05	68·15	71·95	71·05	69·70	68·80	67·65	67·45	67·45	68·80	69·90
29	68·95	.....	68·20	72·05	70·95	69·70	68·80	67·70	67·55	67·45	68·80	69·90
30	68·90	.....	68·20	72·20	70·95	69·55	68·80	67·65	67·65	67·40	68·80	69·80
31	68·95		68·40		71·15		68·80	67·65		67·55		69·90

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1900.

TABLE No. 436.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·55	69·40	68·95	68·65	71·65	69·95	68·90	69·45	68·40	68·15	67·80	68·65
2	68·95	69·20	68·80	68·80	71·55	70·40	68·90	69·45	68·40	68·15	67·80	68·65
3	69·20	69·30	68·70	69·55	71·55	70·80	68·95	69·40	68·30	68·15	67·90	68·65
4	69·65	69·55	68·90	69·80	71·40	70·95	68·95	69·30	68·30	68·15	67·90	68·70
5	70·05	69·20	69·15	70·05	71·30	70·80	69·05	69·20	68·20	68·15	67·90	68·95
6	69·70	69·05	69·15	70·45	71·20	70·65	68·95	69·15	68·20	68·15	67·90	68·95
7	69·40	69·30	69·20	70·80	71·05	70·45	68·95	69·30	68·20	68·15	67·90	68·95
8	68·90	69·40	69·40	71·15	71·05	70·30	69·05	69·30	68·15	68·15	67·90	68·95
9	69·20	69·05	69·30	71·40	71·05	70·20	69·20	69·30	68·15	68·20	67·90	68·95
10	69·40	68·90	68·45	71·15	71·05	70·15	69·20	69·30	68·05	68·15	67·90	68·95
11	69·45	68·90	68·65	70·80	71·05	70·15	69·30	69·20	68·05	68·05	67·80	68·95
12	69·55	68·65	68·70	70·45	71·05	70·15	69·40	69·15	67·95	68·05	67·80	68·90
13	69·30	68·65	68·90	70·15	70·95	70·05	69·45	69·05	67·95	68·15	67·80	68·80
14	69·45	68·95	69·20	69·90	70·80	69·90	69·55	68·90	67·95	68·15	67·80	69·05
15	69·55	69·40	69·15	69·95	70·80	69·80	69·55	69·05	67·95	68·20	67·80	69·40
16	69·55	69·65	69·20	70·05	70·70	69·65	69·65	69·05	68·05	68·20	67·80	69·40
17	69·20	69·80	69·30	70·05	70·70	69·65	69·80	68·95	68·05	68·20	67·80	68·95
18	68·95	69·80	69·95	70·05	70·70	69·65	70·05	68·95	68·15	68·20	67·95	68·70
19	68·95	69·65	68·90	70·40	70·90	69·55	70·20	68·90	68·15	68·15	68·05	68·65
20	68·90	69·70	68·55	70·90	70·80	69·40	70·20	68·80	68·15	68·15	68·30	68·45
21	68·90	69·90	68·40	71·15	70·80	69·20	70·15	68·80	68·15	68·15	68·80	68·45
22	69·30	69·45	68·55	71·30	70·70	69·20	69·95	68·70	68·15	68·15	69·45	68·40
23	68·80	69·05	68·40	71·45	70·65	69·20	69·90	68·65	68·15	68·05	69·45	68·20
24	68·65	68·70	68·40	71·70	70·65	69·15	69·80	68·65	68·20	67·95	69·55	68·20
25	68·80	68·15	68·55	71·80	70·45	69·15	69·80	68·55	68·20	67·95	69·15	68·30
26	68·80	68·15	68·65	71·80	70·40	69·05	69·65	68·45	68·20	67·95	68·95	68·30
27	68·80	68·30	68·45	71·95	70·30	69·05	69·55	68·45	68·20	67·95	68·65	68·45
28	69·05	69·05	68·30	71·80	70·20	69·20	69·45	68·45	68·15	67·90	68·45	68·40
29	69·40	.....	68·30	71·80	70·05	69·20	69·45	68·45	68·15	67·90	68·45	68·45
30	69·40		68·40	71·80	69·95	69·20	69·55	68·40	68·15	67·90	68·45	68·95
31	69·55	.....	68·45	.....	69·95	.....	69·45	68·40	.....	67·90	.....	68·90

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1901.

TABLE No. 437.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·80	68·95	68·20	69·40	71·95	70·55	69·55	68·40	67·95	67·45	67·30	67·40
2	68·55	69·05	68·15	69·20	72·20	70·65	69·45	68·40	67·95	67·45	67·40	67·40
3	68·80	69·30	67·80	69·40	72·20	70·70	69·40	68·30	68·05	67·55	67·40	67·40
4	68·95	69·30	67·55	69·45	72·15	70·90	69·30	68·30	68·05	67·45	67·40	67·40
5	69·15	69·30	67·30	70·45	72·15	71·05	69·05	68·30	68·05	67·45	67·30	67·40
6	69·05	69·40	67·45	71·45	72·15	71·05	68·95	68·20	67·95	67·45	67·30	67·30
7	69·80	69·40	67·70	71·90	71·95	70·95	68·95	68·20	67·95	67·55	67·20	67·45
8	69·95	69·40	66·90	72·40	71·80	70·95	69·05	68·20	67·90	67·45	67·15	67·90
9	69·70	69·40	67·30	72·80	71·70	70·95	69·05	68·20	67·80	67·45	67·15	68·05
10	69·30	69·40	67·30	72·90	71·70	70·90	68·95	68·20	67·70	67·45	67·15	67·80
11	68·95	69·40	67·30	72·80	71·55	70·90	68·90	68·20	67·70	67·55	67·20	67·45
12	69·15	69·20	67·30	72·40	71·55	70·90	68·90	68·20	67·70	67·45	67·30	67·55
13	69·30	69·20	67·30	72·05	71·15	70·80	68·80	68·20	67·70	67·45	67·40	67·55
14	69·65	69·05	67·30	71·90	71·15	70·65	68·80	68·15	67·70	67·45	67·40	67·55
15	69·40	69·05	67·30	71·80	71·30	70·55	68·80	68·15	67·70	67·45	67·15	68·45
16	69·45	68·95	67·45	71·70	71·20	70·30	68·70	68·15	67·90	67·45	67·40	69·45
17	69·05	68·80	67·45	71·40	71·05	70·05	68·65	68·05	68·05	67·55	67·40	69·45
18	69·20	68·55	67·15	71·20	70·95	69·95	68·55	68·05	67·95	67·55	67·40	69·65
19	69·20	68·30	67·55	71·15	70·95	69·90	68·45	68·05	67·90	67·80	67·30	69·65
20	69·40	67·80	67·30	71·15	70·95	69·90	68·40	67·95	67·80	67·80	67·20	69·65
21	69·40	67·80	67·15	71·20	70·95	69·80	68·40	67·95	67·70	67·80	67·15	69·65
22	69·40	68·05	67·40	71·40	70·95	69·80	68·40	67·95	67·70	67·65	67·15	69·70
23	69·55	67·95	67·55	71·90	70·95	69·90	68·40	67·95	67·70	67·65	67·15	70·20
24	69·55	67·90	67·90	72·15	70·90	69·90	68·40	67·95	67·65	67·55	67·15	70·20
25	69·90	67·80	67·95	72·65	70·90	69·90	68·30	67·95	67·45	67·55	67·05	69·80
26	69·80	67·80	68·30	72·80	70·80	69·90	68·30	67·95	67·45	67·40	67·05	68·80
27	69·65	67·70	68·80	72·55	70·65	69·80	68·20	67·95	67·40	67·40	66·95	68·55
28	69·20	68·05	69·30	72·45	70·65	69·70	68·20	67·95	67·30	67·40	66·90	68·40
29	69·05		69·55	72·30	70·55	69·65	68·15	67·90	67·30	67·40	67·15	68·40
30	68·90		69·45	72·20	70·55	69·55	68·15	67·90	67·30	67·30	67·30	68·30
31	68·95		69·30		70·55		68·20	67·95		67·30		68·20

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1902.

TABLE No. 438.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·05	69·15	66·95	71·70	70·80	70·40	69·80	69·20	68·55	68·05	68·20	68·90
2	68·55	69·15	68·30	71·80	70·90	70·40	69·70	69·20	68·55	67·95	68·20	68·90
3	69·15	69·05	68·95	71·65	70·95	70·40	69·80	69·20	68·55	67·95	68·20	68·90
4	69·65	68·95	69·15	71·55	70·95	70·45	69·70	69·40	68·55	67·95	68·20	68·90
5	69·45	69·05	69·65	71·40	70·90	70·45	69·70	69·45	68·55	67·95	68·20	68·95
6	69·80	68·65	69·65	71·30	70·90	70·45	69·70	69·45	68·55	67·95	68·20	69·15
7	69·95	68·30	69·65	71·15	70·90	70·45	69·70	69·40	68·15	68·05	68·20	69·30
8	69·95	68·20	69·45	71·05	70·90	70·45	69·70	69·30	68·65	68·05	68·20	69·45
9	69·90	68·05	69·15	70·80	70·90	70·55	69·70	69·30	68·65	68·05	68·20	69·65
10	69·90	67·95	69·05	70·55	70·90	70·55	69·70	69·20	68·45	68·05	68·20	69·80
11	69·70	67·80	68·90	70·55	70·90	70·55	69·70	69·20	68·45	68·05	68·30	70·05
12	69·55	67·90	69·15	70·70	70·90	70·55	69·65	69·15	68·40	68·05	68·30	70·05
13	69·45	67·95	69·40	70·70	70·90	70·40	69·55	69·05	68·40	68·05	68·40	70·05
14	69·30	67·95	70·40	70·70	70·90	70·40	69·55	69·05	68·40	68·05	68·40	70·15
15	69·45	68·05	70·65	70·70	70·70	70·40	69·55	69·05	68·30	68·05	68·45	70·20
16	69·15	67·90	70·70	70·70	70·55	70·20	69·55	68·95	68·30	68·15	68·55	70·40
17	69·05	67·65	70·95	70·70	70·55	70·15	69·55	68·95	68·30	68·15	68·65	70·15
18	69·15	67·65	71·95	70·70	70·55	70·15	69·55	68·90	68·30	68·15	68·65	69·70
19	69·05	67·55	72·05	70·65	70·40	70·15	69·55	68·80	68·20	68·15	68·65	69·65
20	69·30	67·45	71·80	70·55	70·40	70·05	69·55	68·80	68·20	68·15	68·80	69·55
21	69·20	67·70	71·45	70·45	70·30	70·05	69·45	68·80	68·20	68·15	68·90	69·70
22	69·15	67·45	71·40	70·40	70·15	70·05	69·40	68·80	68·20	68·05	68·90	69·55
23	69·15	67·45	71·55	70·40	70·15	69·95	69·40	68·80	68·20	68·15	68·95	69·20
24	69·15	67·30	71·55	70·40	70·15	69·95	69·40	68·80	68·20	68·05	69·05	69·45
25	69·30	67·30	71·65	70·40	70·15	69·90	69·45	68·80	68·15	68·15	69·05	69·65
26	69·30	67·15	71·45	70·40	70·20	69·90	69·45	68·80	68·05	68·05	69·05	70·20
27	69·40	66·95	71·30	70·45	70·20	69·90	69·40	68·80	67·95	68·05	69·05	70·20
28	69·30	66·95	71·20	70·70	70·20	69·90	69·40	68·80	67·95	68·05	68·95	70·20
29	69·20		71·55	70·70	70·30	69·90	69·30	68·65	68·05	68·05	68·90	70·45
30	69·05		71·70	70·70	70·10	69·90	69·30	68·55	68·05	68·15	68·90	70·40
31	69·15		71·70		70·40		69·20	68·55		68·15		70·30

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1903.

TABLE No. 439.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	70·45	68·95	68·80	71·15	70·45	69·15	70·40	69·40	68·80	68·55	68·55	67·80
2	70·15	69·20	69·15	70·95	70·40	69·95	70·55	69·40	68·90	68·65	68·45	67·80
3	69·80	69·30	69·70	71·05	70·40	69·95	70·65	69·45	68·90	68·65	68·45	67·80
4	68·90	69·05	69·70	71·15	70·30	69·90	70·80	69·45	68·90	68·65	68·45	67·80
5	68·80	68·90	69·45	71·20	70·30	69·90	70·65	69·45	68·90	68·65	68·45	67·80
6	68·80	68·90	69·20	71·30	70·40	69·80	70·45	69·40	68·90	68·55	68·30	67·80
7	68·90	68·90	69·15	71·45	70·45	69·80	70·45	69·40	68·70	68·55	68·30	67·80
8	68·90	68·90	69·20	71·65	70·65	69·80	70·40	69·30	68·70	68·55	68·15	67·80
9	69·05	68·90	69·45	71·55	70·80	69·80	70·20	69·30	68·65	68·80	68·20	67·80
10	69·05	68·90	69·70	71·40	70·80	69·70	70·15	69·40	68·55	68·80	68·20	67·80
11	69·30	68·95	69·95	71·20	70·70	69·70	70·05	69·40	68·55	68·80	68·20	67·55
12	69·30	68·95	70·40	71·15	70·70	69·70	69·90	69·40	68·55	69·15	68·20	67·65
13	69·30	69·15	70·90	71·05	70·80	69·80	69·90	69·40	68·55	69·05	68·30	67·80
14	69·55	69·30	71·15	70·95	70·80	69·95	69·80	68·30	68·55	69·05	68·15	68·20
15	69·95	69·45	71·20	70·80	70·80	69·95	69·70	69·30	68·55	69·05	68·15	68·40
16	69·80	69·80	71·20	70·65	70·80	70·05	69·65	69·30	68·55	68·90	68·15	68·55
17	69·45	69·70	71·20	70·65	70·80	70·15	69·65	69·15	68·55	68·90	67·95	68·40
18	68·95	69·65	71·30	70·65	70·80	70·15	69·65	69·15	68·55	68·90	67·95	68·40
19	68·95	69·65	71·40	70·65	70·80	70·05	69·55	69·15	68·55	68·95	67·80	68·55
20	68·70	69·65	71·70	70·65	70·80	70·05	69·45	69·15	68·55	69·05	67·80	68·55
21	68·80	69·55	72·15	70·65	70·80	70·05	69·45	69·15	68·55	69·15	67·80	68·55
22	69·15	69·55	72·20	70·70	70·80	70·05	69·40	69·15	68·55	69·15	67·80	68·55
23	69·55	69·55	72·30	70·70	70·65	70·15	69·40	69·15	68·55	69·15	67·80	68·55
24	69·40	69·05	72·45	70·70	70·65	70·20	69·45	69·05	68·55	69·15	67·55	68·55
25	69·20	68·45	72·55	70·65	70·45	70·30	69·45	68·95	68·55	68·80	67·55	68·55
26	69·05	68·45	72·45	70·65	70·45	70·30	69·45	68·80	68·65	68·80	67·55	68·90
27	69·05	68·45	72·30	70·65	70·45	70·40	69·45	68·80	68·65	68·80	67·70	68·90
28	69·05	68·45	72·15	70·65	70·45	70·40	69·40	68·80	68·65	68·80	67·80	68·90
29	69·30	.....	71·65	70·65	70·45	70·45	69·40	68·80	68·65	68·55	67·80	68·90
30	68·70	.....	71·45	70·65	70·30	70·30	69·40	68·80	68·55	68·55	67·80	68·55
31	68·70	.....	71·30	.....	70·30	.....	69·40	68·70	.....	68·55	.....	68·90

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1904.

TABLE No. 440.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·80	68·80	68·80	71·15	72·05	72·65	71·05	69·95	69·20	69·20	69·55	68·45
2	68·80	68·80	68·90	71·70	72·30	72·80	71·05	69·95	69·05	69·30	69·55	68·45
3	68·80	68·80	68·90	71·95	72·45	72·95	70·95	69·80	69·15	69·30	69·55	68·40
4	67·80	68·80	68·80	72·15	72·55	73·30	70·95	69·80	69·45	69·40	69·45	68·30
5	67·95	68·20	68·20	72·15	72·70	73·30	70·95	69·65	69·45	69·45	69·45	68·30
6	67·95	68·80	68·20	72·15	73·80	73·30	70·95	69·65	69·45	69·45	69·40	68·30
7	68·15	69·20	67·90	72·15	72·95	73·30	70·70	69·65	69·45	69·40	69·40	68·40
8	68·05	69·20	68·40	72·05	73·05	73·40	70·70	69·70	69·40	64·45	69·30	68·45
9	68·30	68·80	68·45	72·20	73·30	73·30	70·55	69·65	69·30	69·45	69·20	68·40
10	68·80	68·90	68·55	72·40	73·30	73·15	70·45	69·45	69·20	69·40	69·15	68·55
11	68·80	69·20	69·05	72·80	73·30	73·15	70·65	69·45	69·20	69·45	69·05	68·90
12	68·80	69·45	68·95	72·80	73·30	73·15	70·65	69·40	69·20	69·45	69·05	69·55
13	68·80	68·90	68·90	72·65	73·40	73·20	70·65	69·30	69·20	69·20	69·05	69·45
14	68·80	68·95	68·90	72·40	73·30	73·20	70·65	69·30	69·05	69·20	68·95	69·45
15	68·80	68·95	68·80	72·20	73·30	73·15	70·65	69·40	68·95	69·20	68·80	69·55
16	68·90	69·40	68·65	71·65	72·95	72·95	70·65	69·45	69·05	69·20	68·90	69·90
17	68·80	69·40	68·55	71·40	72·95	72·90	70·55	69·40	69·15	69·20	68·90	69·90
18	68·80	68·90	68·45	71·40	72·95	72·65	70·55	69·30	69·15	69·40	68·70	69·95
19	68·90	69·05	68·55	71·20	72·80	72·45	70·55	69·20	69·15	69·40	68·70	69·95
20	68·80	69·05	68·45	71·20	72·80	72·20	70·40	69·20	69·15	69·55	68·70	69·80
21	68·90	69·05	68·40	71·20	72·80	72·05	70·30	69·40	68·95	69·65	68·70	69·70
22	68·90	69·05	68·30	71·05	72·80	72·15	70·30	69·45	68·90	69·80	68·70	69·55
23	68·20	69·05	68·30	70·95	72·80	71·80	70·20	69·45	68·90	69·80	68·65	69·45
24	68·40	69·55	68·55	70·95	72·80	71·80	70·15	69·40	69·05	69·70	68·55	69·40
25	68·80	69·45	68·90	70·95	72·80	71·80	69·95	69·40	69·20	69·70	68·55	69·30
26	68·80	68·80	69·40	71·20	72·80	71·65	70·15	69·40	69·45	69·70	68·45	69·05
27	68·15	68·80	70·80	71·15	72·70	71·55	70·05	69·45	69·30	69·70	68·45	68·90
28	67·90	68·80	71·15	71·20	72·70	.....	69·95	69·40	69·30	69·70	68·45	68·45
29	67·90	68·80	70·95	71·40	72·70	.....	70·05	69·40	69·30	69·65	68·45	67·95
30	67·95	.....	70·65	71·70	72·70	.....	69·95	69·30	69·20	69·65	68·45	67·30
31	68·80	.....	70·70	.....	72·55	.....	69·95	69·20	.....	69·65	.....	67·20

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1905.

TABLE No. 441.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov	Dec.
1	68·30	68·90	68·55	71·15	69·15	70·15	69·55	69·20	68·65	68·45	68·40	68·40
2	68·45	68·70	68·45	71·05	69·20	70·15	69·65	69·30	68·65	68·45	68·40	68·45
3	68·55	68·65	68·45	71·05	69·30	70·05	69·80	69·30	68·70	68·45	68·80	68·45
4	68·70	68·45	68·65	70·80	69·45	70·05	69·95	69·20	68·80	68·45	68·55	68·45
5	68·55	68·55	68·40	70·70	69·55	69·95	69·90	69·15	68·80	68·45	68·55	68·55
6	68·55	68·65	68·20	70·80	69·55	69·80	69·80	69·05	68·80	68·55	68·55	68·55
7	68·45	68·65	68·20	70·80	69·70	69·70	69·65	69·05	68·80	68·45	68·40	68·55
8	68·40	68·70	68·15	70·80	69·90	69·70	69·45	69·20	68·80	68·45	68·40	68·45
9	68·30	68·70	68·20	70·70	70·05	69·70	69·40	69·30	68·70	68·40	68·45	68·45
10	68·45	68·80	68·05	70·55	70·15	69·70	69·30	69·15	68·70	68·40	68·45	68·40
11	68·70	68·80	68·95	70·40	70·20	69·80	69·30	69·05	68·70	68·65	68·40	68·30
12	68·80	68·80	68·05	70·30	70·30	69·95	69·20	69·05	68·70	68·30	68·45	68·20
13	68·90	68·70	68·05	70·30	70·40	69·95	69·20	68·95	68·70	68·40	68·45	68·20
14	69·05	68·70	68·05	70·20	70·45	69·95	69·20	68·95	68·55	68·40	68·45	68·30
15	69·05	68·95	67·95	70·05	70·55	69·95	69·20	68·90	68·65	68·40	68·55	68·45
16	68·95	68·95	67·95	69·90	70·65	69·90	69·20	68·80	68·45	68·30	68·55	68·55
17	68·95	68·90	67·95	69·70	70·65	69·80	69·20	68·65	68·55	68·40	68·55	68·55
18	68·90	68·90	67·90	69·70	70·90	69·80	69·30	68·80	68·65	68·45	68·40	68·55
19	68·90	68·95	67·90	69·65	70·65	69·80	69·30	68·95	68·65	68·65	68·30	68·55
20	69·05	69·15	67·90	69·65	70·55	69·95	69·30	68·95	68·70	68·80	68·20	68·65
21	69·15	69·20	68·05	69·40	70·55	69·95	69·30	68·90	68·65	68·80	68·20	68·65
22	69·05	69·20	68·20	69·30	70·65	69·90	69·20	68·90	68·65	68·95	68·05	68·55
23	69·05	69·15	68·15	69·30	70·70	69·90	69·20	68·90	68·70	68·95	68·15	68·45
24	69·05	69·05	68·15	69·30	70·70	69·80	69·15	68·80	68·70	69·05	68·15	68·55
25	68·95	68·90	68·15	69·20	70·55	69·80	69·15	68·80	68·65	69·15	68·20	68·55
26	68·95	68·80	69·45	69·20	70·55	69·70	69·15	69·70	68·55	69·15	68·20	68·65
27	68·95	68·65	69·05	69·20	70·45	69·65	69·15	68·70	68·55	69·20	68·20	68·55
28	68·95	68·55	69·40	69·15	70·40	69·65	69·15	68·55	68·45	69·20	68·40	68·45
29	68·95	.....	69·65	69·15	70·30	69·65	69·15	68·65	68·55	69·20	68·40	68·55
30	68·95	.....	69·95	69·15	69·80	69·55	69·20	68·65	68·45	69·20	68·45	68·65
30	68·90		70·20		70·20		69·20	68·65		69·20	.....	68·70

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1906.

TABLE No. 442.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·70	69·55	69·05	69·55	69·90	70·40	69·95	68·55	67·80	67·65	67·65	67·90
2	68·70	69·40	69·65	69·45	70·05	70·40	69·90	68·55	67·80	67·55	67·70	67·90
3	68·80	69·05	69·55	69·30	70·05	70·30	69·80	68·45	67·90	67·55	67·65	67·90
4	68·80	69·30	69·05	69·30	70·05	70·20	69·70	68·45	67·95	67·55	67·65	67·90
5	68·95	69·70	69·20	69·20	70·05	70·20	69·70	68·40	67·90	67·55	67·65	67·55
6	69·15	69·70	69·15	69·20	70·15	70·20	69·65	68·40	67·80	67·55	67·80	67·40
7	69·45	69·70	68·90	69·15	70·15	70·20	69·65	68·45	67·90	67·55	67·55	67·80
8	69·70	69·45	68·65	69·05	70·15	70·65	69·65	68·45	67·90	67·65	67·55	68·05
9	69·95	69·55	68·45	69·05	70·15	70·95	69·65	68·40	67·90	67·65	67·70	68·55
10	69·95	69·70	68·40	69·05	70·30	71·20	69·45	68·40	67·90	67·65	67·70	69·15
11	70·05	69·70	68·45	69·05	70·30	70·95	69·40	68·30	67·90	67·65	67·80	69·20
12	70·45	69·80	68·65	69·15	70·40	70·70	69·20	68·30	67·70	67·65	67·80	69·40
13	70·55	69·90	68·80	69·20	70·45	70·70	69·20	68·20	67·65	67·65	67·80	70·15
14	70·40	69·55	68·80	69·30	70·80	70·55	69·20	68·20	67·80	67·65	67·55	70·15
15	70·55	69·05	68·70	69·30	70·90	70·55	69·20	68·20	67·80	67·65	67·55	69·95
16	69·20	68·70	68·70	69·40	70·90	70·45	69·15	68·15	67·80	67·70	67·45	69·65
17	69·30	69·20	68·20	69·55	70·80	70·40	69·05	68·15	67·80	67·55	67·45	69·30
18	69·40	69·15	68·30	69·55	70·80	70·40	68·95	68·05	67·80	67·65	67·45	69·30
19	69·30	68·95	68·55	69·55	70·90	70·30	68·80	67·95	67·70	67·65	67·55	69·40
20	69·30	68·80	68·40	69·65	70·90	70·20	68·80	67·95	67·65	67·65	67·80	69·55
21	69·15	68·65	68·15	69·65	70·90	70·20	68·80	68·05	67·65	67·70	67·65	69·55
22	69·05	68·95	68·40	69·65	70·90	70·20	68·80	67·95	67·65	67·70	67·65	69·55
23	69·30	68·90	68·55	69·65	70·80	70·20	68·80	68·30	67·55	67·70	67·80	69·55
24	69·95	68·90	68·55	69·70	70·80	70·20	68·80	68·15	67·45	67·70	67·95	69·65
25	70·55	68·90	68·40	69·65	70·70	70·20	68·70	68·05	67·55	67·40	67·95	69·70
26	70·30	68·90	68·20	69·90	70·70	70·20	68·70	67·95	67·55	67·90	67·95	69·65
27	69·95	68·95	68·55	69·90	70·65	70·05	68·65	67·95	67·65	67·95	67·95	69·65
28	69·80	69·20	69·15	69·90	70·65	70·05	68·65	67·90	67·65	67·90	68·05	69·40
29	69·95	.....	69·45	69·90	70·55	70·05	68·65	67·90	67·65	67·90	68·05	69·30
30	70·05	.....	69·70	69·90	70·40	69·95	68·65	67·80	67·65	67·95	67·80	69·15
31	69·80	.....	69·65	.....	70·40	.....	68·65	67·80	.....	67·90	.....	68·45

SESSIONAL PAPER No. 19a

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1907

TABLE No. 143.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·55	68·90	69·15	72·65	70·45	71·30	70·55	69·45	68·45	68·65	68·55	68·80
2	69·45	69·70	69·20	72·45	70·95	71·20	70·40	69·40	68·45	68·70	68·65	68·70
3	69·40	69·55	69·15	72·10	71·15	71·15	70·45	69·30	68·55	68·70	68·65	68·70
4	69·40	69·05	68·95	72·05	71·40	71·20	70·40	69·30	68·65	68·70	68·65	68·65
5	69·15	69·30	68·80	71·80	71·55	71·20	70·30	69·30	68·55	68·70	68·90	68·45
6	69·20	69·05	69·70	70·80	71·65	71·20	70·30	69·40	68·45	68·70	68·95	68·55
7	69·30	69·40	68·70	71·20	71·55	71·30	70·30	69·30	68·45	68·70	69·05	68·65
8	69·40	69·95	68·65	71·15	71·40	71·20	70·20	69·30	68·45	68·90	69·45	68·65
9	69·70	70·40	68·65	70·90	71·20	71·20	70·20	69·20	68·45	68·90	69·90	68·55
10	69·90	70·20	68·65	70·90	70·90	71·15	70·15	69·15	68·55	68·90	69·95	68·65
11	70·20	69·90	68·65	70·65	70·90	71·15	70·05	69·15	68·70	68·95	70·05	68·65
12	70·45	69·80	68·55	70·55	70·80	70·95	69·95	69·15	68·55	68·95	69·90	68·70
13	70·55	69·80	68·40	70·65	70·70	70·95	69·90	69·05	68·55	68·95	69·70	68·95
14	70·65	69·70	68·20	70·70	70·90	70·95	69·90	68·90	68·55	68·90	69·55	69·30
15	70·40	69·65	68·15	70·70	70·70	71·05	69·80	68·95	68·55	68·90	69·65	69·15
16	70·55	69·65	68·20	70·65	70·70	71·05	69·80	68·90	68·55	68·80	69·55	68·95
17	69·05	69·30	68·40	70·55	70·80	70·95	69·80	68·95	68·65	68·90	69·40	68·90
18	68·45	69·05	68·70	70·15	70·80	70·90	69·65	68·90	68·65	68·90	69·30	68·90
19	68·30	68·95	69·15	70·40	70·80	70·95	69·70	68·90	68·45	68·80	69·30	69·20
20	68·40	68·90	69·05	70·30	70·90	70·80	69·65	68·90	68·45	68·80	69·20	69·20
21	68·65	69·15	68·95	70·20	71·40	70·70	69·65	68·80	68·45	68·90	69·15	69·20
22	68·70	69·15	68·90	70·15	71·45	70·65	69·55	68·70	68·45	68·70	69·15	69·20
23	68·80	69·20	69·05	70·05	71·65	70·65	69·65	68·70	68·55	68·70	69·05	69·15
24	68·80	69·45	69·40	69·90	71·70	70·45	69·55	68·65	68·65	68·70	68·95	68·95
25	68·80	69·40	69·80	69·90	71·80	70·45	69·55	68·70	68·55	68·65	68·80	68·95
26	68·80	69·15	69·90	69·90	71·80	70·45	69·55	68·70	68·65	68·65	68·80	68·95
27	68·95	69·15	69·95	69·95	72·65	70·40	69·30	68·65	68·70	68·65	68·80	69·05
28	69·30	69·05	70·15	69·80	71·65	70·20	69·40	68·55	68·80	68·70	68·80	69·20
29	69·65	.....	70·90	69·80	71·65	70·30	69·45	68·45	68·70	68·80	68·80	69·45
30	69·80	....	71·30	69·90	71·65	70·20	69·45	68·55	68·55	68·70	68·80	69·90
31	69·95		70·95		71·65	....	69·30	68·45	.....	68·65	....	69·70

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1908.

TABLE No. 144.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·95	69·40	69·45	71·65	72·45	73·65	71·05	69·80	69·05	68·45	67·55	67·95
2	69·90	69·40	69·40	71·45	72·95	73·30	70·95	69·70	68·95	68·40	67·65	68·05
3	69·70	69·30	69·40	71·45	73·20	73·45	70·90	69·70	68·90	68·30	67·80	68·20
4	69·70	69·30	69·30	71·45	73·65	73·45	70·80	69·70	68·90	68·30	67·65	68·40
5	69·70	69·30	69·20	71·10	73·80	73·40	70·70	69·70	68·90	68·30	67·80	68·20
6	69·80	69·30	69·15	71·40	73·70	73·45	70·70	69·70	68·95	68·20	67·65	68·20
7	69·80	69·40	69·05	71·55	73·65	73·30	70·65	69·65	68·90	68·20	67·70	68·20
8	69·80	69·45	68·95	72·15	73·55	73·20	70·65	69·65	68·90	68·20	67·80	68·15
9	69·90	69·65	68·80	72·05	74·05	73·15	70·65	69·65	68·80	68·20	67·90	68·15
10	69·90	69·65	68·90	71·80	74·15	72·95	70·55	69·55	68·80	68·15	67·90	68·20
11	69·80	69·95	68·95	72·05	74·30	72·90	70·55	69·55	68·80	68·15	67·90	67·70
12	69·95	69·80	69·05	72·05	74·40	72·65	70·40	69·55	68·80	68·15	67·70	67·95
13	70·20	69·90	68·95	72·10	74·45	72·45	70·40	69·55	69·70	68·15	67·65	68·05
14	70·20	69·65	68·90	72·30	71·55	72·30	70·40	69·55	69·70	68·05	67·70	68·15
15	70·15	69·15	69·15	72·20	74·65	72·20	70·10	69·55	69·65	68·05	67·65	68·05
16	70·15	69·20	69·45	72·05	74·40	72·15	70·30	69·45	68·55	68·15	67·90	67·80
17	71·20	69·45	70·05	71·90	74·40	72·05	70·20	69·40	68·55	68·15	67·95	67·70
18	71·05	69·80	70·05	71·65	74·45	71·95	70·20	69·40	68·45	68·05	67·90	67·55
19	70·70	69·90	70·05	71·45	74·55	71·90	70·30	69·40	68·45	68·15	67·90	67·80
20	70·40	69·95	69·95	71·40	74·20	71·70	70·30	69·40	68·40	67·95	67·80	67·90
21	70·20	70·30	69·65	71·40	74·30	71·70	70·30	69·40	68·40	67·80	67·65	68·05
22	69·90	70·45	69·70	71·45	74·20	71·70	70·30	69·40	68·45	67·80	67·65	68·20
23	69·20	70·55	69·55	71·45	74·15	71·55	70·40	69·40	68·45	67·80	67·65	68·40
24	69·40	70·45	69·45	71·55	73·95	71·45	70·30	69·30	68·45	67·90	67·65	68·30
25	70·15	70·45	69·90	71·55	73·95	71·40	70·15	69·30	68·45	67·80	67·70	68·30
26	69·55	70·40	70·15	71·65	73·95	71·40	69·95	69·20	68·45	67·90	67·65	68·20
27	69·20	70·05	70·45	71·70	73·80	71·30	69·90	69·15	68·40	67·90	67·45	69·70
28	69·05	69·45	70·65	71·90	73·90	71·20	69·95	69·05	68·45	67·95	67·70	68·20
29	68·95	69·55	70·95	71·90	73·70	71·15	69·90	69·05	68·30	67·95	67·70	69·55
30	68·90	.....	71·30	72·15	73·70	70·95	69·70	68·95	68·55	67·90	67·90	69·70
31	68·70	.....	71·45		73·65	....	69·80	69·05		67·65		69·65

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1909.

TABLE No. 445.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·65	68·95	68·80	69·40	71·80	73·90	70·30	70·15	68·80	68·45	67·90	68·15
2	69·45	69·15	68·80	69·55	71·95	73·90	70·30	70·15	68·90	68·40	67·80	68·20
3	69·20	69·20	68·70	69·70	72·15	73·90	70·20	70·05	68·80	68·45	67·80	68·30
4	68·80	69·15	68·55	69·70	72·65	73·45	70·30	69·95	68·80	68·40	67·95	68·30
5	68·05	69·15	68·55	70·40	72·45	73·45	70·15	69·90	69·05	68·45	67·90	68·20
6	68·20	69·15	68·65	70·90	72·20	73·05	70·05	69·90	68·65	68·40	67·90	68·20
7	68·30	69·05	68·70	71·55	71·95	72·90	70·05	69·80	68·80	68·40	67·80	68·20
8	68·45	68·95	68·70	71·90	71·90	72·80	69·95	69·80	68·70	68·40	67·90	68·20
9	68·70	68·90	68·65	72·55	71·95	72·65	69·90	69·70	68·80	68·40	67·90	68·20
10	69·05	68·95	68·45	72·90	71·90	72·40	69·90	69·65	68·65	68·40	67·90	68·20
11	69·15	69·15	68·30	72·80	72·30	72·05	69·70	69·55	68·65	68·40	67·90	68·45
12	69·30	69·15	68·40	71·65	72·90	71·95	69·80	69·30	68·65	68·40	67·90	68·40
13	68·90	69·15	68·55	71·45	73·15	71·90	69·70	69·30	68·55	68·30	67·90	68·30
14	68·55	69·30	68·40	71·65	73·30	71·90	69·70	69·30	68·45	68·40	67·80	68·15
15	68·15	69·05	68·55	71·95	73·30	71·70	69·70	69·20	68·45	68·40	67·70	68·15
16	68·70	68·70	68·45	72·05	73·45	71·45	69·65	69·20	68·45	68·40	67·80	68·20
17	69·05	68·55	68·45	71·95	73·30	71·40	69·55	69·40	68·65	68·20	67·70	68·15
18	69·15	68·40	68·45	72·20	73·55	71·20	69·55	69·20	68·65	68·20	67·70	68·15
19	68·90	68·40	68·40	72·20	73·95	71·05	69·55	69·15	68·55	68·20	67·95	68·15
20	68·70	68·40	68·40	72·20	73·80	71·05	69·65	68·95	68·55	68·15	67·90	68·20
21	68·80	68·40	68·30	72·15	73·70	71·05	69·55	69·15	68·55	68·15	67·95	68·30
22	68·70	68·30	68·20	72·15	73·95	71·05	69·55	69·05	68·55	68·15	68·05	68·20
23	68·70	68·30	68·20	72·15	74·30	70·95	69·55	68·95	68·55	68·15	67·90	68·20
24	68·65	68·20	68·20	72·15	74·05	70·90	69·55	69·05	68·55	68·15	68·05	68·20
25	68·65	68·20	68·20	72·15	74·05	70·80	69·55	68·95	68·55	67·95	68·15	68·20
26	68·45	68·15	68·20	72·15	73·95	70·70	69·65	69·05	68·45	68·05	67·90	68·20
27	68·40	68·15	68·20	72·05	74·30	70·65	69·70	68·95	68·45	68·15	67·95	68·20
28	68·45	68·70	68·30	72·05	74·30	70·55	69·70	68·95	68·45	68·05	67·95	68·30
29	68·45		68·45	71·90	74·30	70·45	69·80	68·95	68·45	67·95	68·05	68·40
30	68·90		68·70	71·45	74·30	70·40	69·90	68·95	68·40	67·95	68·05	68·65
31	68·90		68·70		74·20		70·05	68·90		67·95		68·95

ELEVATIONS of Ottawa River at foot of Ste. Anne Lock, Ste. Anne, Que., during 1910.

TABLE No. 446.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·05	68·55	67·30	69·90								
2	69·15	68·45	67·65	69·95								
3	69·15	68·30	67·80	70·05								
4	68·95	68·20	68·15	70·05								
5	68·80	68·15	68·30	70·15								
6	68·70	68·05	68·65	70·15								
7	68·90	68·05	69·15	70·20								
8	68·90	67·95	69·55	70·20								
9	68·95	67·95	69·70	70·30								
10	68·95	67·90	69·65	70·40								
11	68·95	67·90	69·40	70·45								
12	68·95	69·90	69·20	70·45								
13	69·40	67·95	68·95	70·40								
14	69·30	67·80	68·95	70·30								
15	68·80	67·80	68·95	70·30								
16	68·55	67·70	68·90	70·30								
17	68·55	67·95	68·80	70·30								
18	68·05	67·95	68·80	70·20								
19	67·95	67·95	68·80	70·20								
20	67·95	67·95	68·90	70·20								
21	67·95	67·95	68·95	70·65								
22	67·95	67·65	69·15	70·55								
23	67·95	67·40	69·45	70·45								
24	68·05	67·40	69·65	70·45								
25	68·20	67·65	69·80	70·40								
26	68·30	67·95	69·95	70·45								
27	68·40	68·05	69·95	70·65								
28	68·45	68·20	70·20	70·70								
29	68·55		69·70	70·80								
30	68·65		69·80									
31	68·70		69·80									

SESSIONAL PAPER No. 19a

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1871.

TABLE No. 147.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	67·85	66·90	66·85	68·60	70·85	70·00	68·50	67·85	67·40	66·75	66·65	66·00
2	67·85	66·65	66·85	68·60	71·00	70·00	68·50	67·85	67·40	66·65	66·75	66·00
3	67·60	66·75	66·90	68·60	71·00	69·85	68·40	67·75	67·35	66·75	66·65	67·00
4	67·10	66·75	67·00	68·50	71·00	69·85	68·35	67·75	67·35	66·90	66·40	67·25
5	67·35	66·65	67·25	68·50	71·00	69·75	68·50	67·90	67·35	66·85	66·40	66·85
6	67·35	66·75	67·15	68·60	71·50	69·65	68·50	67·75	67·40	66·65	66·40	66·10
7	67·15	66·65	67·15	68·85	71·60	69·75	68·65	67·65	67·35	66·65	66·40	66·35
8	66·90	67·25	67·35	68·60	72·10	69·75	68·50	67·60	67·15	66·75	66·40	66·75
9	66·90	67·25	67·35	69·60	71·90	69·85	68·40	67·90	67·10	66·65	66·40	66·65
10	66·85	66·75	67·35	69·60	71·90	69·65	68·35	67·65	67·00	66·65	66·25	66·85
11	66·75	66·75	68·10	69·65	71·90	69·40	68·35	67·75	67·00	66·90	66·35	66·85
12	66·75	66·65	68·50	69·75	71·75	69·60	68·25	67·50	67·10	66·90	66·35	66·65
13	68·40	66·65	68·50	69·75	71·65	69·35	68·25	67·40	67·10	66·85	66·35	66·50
14	68·15	66·65	68·50	69·85	71·65	69·40	68·25	67·35	67·00	66·65	66·10	66·35
15	68·10	67·15	69·50	69·85	71·50	69·40	68·25	67·35	66·85	66·10	65·85	66·15
16	68·10	67·10	69·35	69·65	71·50	69·40	68·15	67·35	66·75	66·90	66·15	66·65
17	66·90	67·10	69·00	69·65	71·35	69·35	68·15	67·40	67·00	66·75	66·50	66·90
18	66·50	67·00	69·00	69·65	71·25	69·15	68·15	67·60	66·90	66·60	66·60	67·10
19	66·85	66·75	69·15	69·50	71·10	69·15	68·10	67·60	66·85	66·60	66·50	66·65
20	66·85	66·75	69·00	69·85	70·90	69·35	68·10	67·35	66·75	66·75	66·40	66·60
21	66·85	66·75	69·00	69·85	70·60	69·25	68·00	67·10	66·75	66·65	66·65	66·25
22	67·65	66·75	69·00	70·00	70·85	69·10	68·15	67·10	66·75	66·75	66·75	66·00
23	66·75	66·85	69·00	70·15	70·50	69·10	68·10	67·15	66·75	66·75	66·75	66·35
24	66·60	66·75	69·00	70·15	70·40	69·00	68·00	67·25	66·90	66·65	66·50	66·35
25	66·40	66·75	69·00	70·15	70·40	68·85	68·00	67·25	66·85	66·35	66·85	66·50
26	66·15	66·85	68·85	70·25	70·40	68·90	67·85	67·15	66·85	66·35	66·60	66·25
27	66·15	66·85	68·85	70·10	70·35	68·85	68·00	67·10	66·85	66·65	66·40	66·25
28	66·85	66·65	69·00	70·15	70·15	68·85	67·90	67·15	66·90	66·65	66·35	65·90
29	67·00	...	68·40	70·35	70·35	68·85	67·85	67·10	66·90	66·65	66·35	66·00
30	67·15	...	68·60	70·65	70·25	68·75	67·75	67·35	66·85	66·60	66·35	66·00
31	67·10	...	68·60		70·15		67·75	67·50	66·75	66·65		65·90

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1872.

TABLE No. 148.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	65·65	65·50	65·50	65·15	67·90	69·35	67·75	66·85	66·50	66·75	66·90	66·25
2	61·60	65·60	65·65	64·85	68·25	69·25	67·75	66·75	66·50	66·75	67·00	66·35
3	63·35	66·00	65·50	64·90	68·15	69·15	67·75	66·75	66·50	66·65	67·00	66·40
4	63·40	65·75	65·50	64·85	68·25	69·15	67·65	66·85	66·40	66·60	67·00	66·50
5	66·75	65·85	65·10	64·85	68·50	69·25	67·60	66·75	66·35	66·50	66·90	66·35
6	67·25	65·60	65·25	65·00	68·60	69·25	67·60	66·75	66·35	66·50	66·85	66·35
7	65·35	65·25	66·40	65·00	68·75	69·25	67·60	66·75	66·35	66·65	66·85	66·25
8	64·85	65·00	66·65	65·25	68·90	69·25	67·40	66·75	66·40	67·00	66·85	66·25
9	65·15	65·35	66·75	65·60	69·00	69·25	67·35	66·75	66·40	67·25	66·85	66·50
10	65·40	65·50	66·65	66·15	69·15	69·25	67·35	66·85	66·35	67·35	66·75	66·15
11	67·10	65·50	66·75	66·60	69·10	69·35	67·40	66·60	66·35	67·25	66·50	65·85
12	66·75	65·50	66·00	66·90	69·35	69·35	67·40	66·50	66·35	67·15	66·65	65·85
13	66·25	65·35	65·90	67·00	69·25	69·35	67·25	66·50	66·10	66·90	66·85	66·35
14	65·15	65·15	65·60	67·35	69·35	69·15	67·15	66·50	66·50	66·90	66·75	67·10
15	65·40	64·75	65·40	67·35	69·10	69·15	67·10	66·65	66·40	67·10	67·15	67·65
16	65·15	64·75	65·25	67·35	69·60	69·00	67·10	66·50	66·35	67·10	66·90	67·60
17	65·25	64·75	65·10	67·10	69·60	68·90	67·10	66·50	66·35	67·00	67·15	67·50
18	66·00	64·85	65·40	67·10	69·60	68·90	67·10	66·50	66·40	67·10	66·90	67·50
19	66·25	64·85	65·40	67·10	69·60	68·65	67·15	66·50	66·50	67·40	66·85	67·60
20	67·15	64·75	65·00	67·15	69·60	68·60	67·10	66·50	66·75	67·15	66·85	67·65
21	65·90	64·85	64·40	67·35	69·60	68·60	67·00	66·40	66·85	67·00	66·75	67·25
22	66·60	64·60	64·75	67·65	69·60	68·50	67·00	66·75	66·85	67·10	66·60	67·60
23	66·50	64·60	65·60	67·75	69·50	68·35	67·00	66·75	66·65	67·15	66·60	67·25
24	65·35	64·90	65·35	67·90	69·40	68·15	66·90	66·75	66·75	67·00	66·60	67·15
25	65·35	65·00	65·25	67·90	69·50	68·15	66·85	66·60	66·75	66·90	66·50	66·00
26	65·35	64·65	65·25	67·85	69·50	68·00	66·90	66·60	66·85	66·65	66·50	66·10
27	65·50	64·40	65·15	67·90	69·35	67·90	66·90	66·60	66·90	66·50	66·50	66·00
28	66·00	64·40	65·10	67·90	69·35	67·90	66·85	66·50	66·75	66·85	66·10	65·50
29	67·00	64·50	65·25	67·90	69·35	67·90	66·85	66·40	66·65	66·75	66·40	65·50
30	65·65		65·25	67·90	69·35	67·85	66·90	66·60	66·75	66·75	66·60	65·75
31	65·60	.....	65·10	.....	69·25	....	66·90	66·60	..	66·75	...	65·90

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1873.

TABLE No. 449.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	66·00	66·25	65·65	66·65	70·00	72·10	69·00	68·15	67·25	67·35	68·10	67·50
2	66·40	66·25	65·75	66·90	69·90	71·90	69·00	68·15	67·50	67·35	68·00	67·15
3	66·65	66·00	65·75	67·35	69·90	71·65	69·00	68·15	67·35	67·15	68·15	67·25
4	66·00	66·65	65·65	67·75	70·00	71·50	69·00	68·10	67·25	67·00	68·10	67·75
5	65·85	66·15	65·65	68·15	70·35	71·50	69·10	68·10	67·35	67·35	68·00	68·35
6	65·85	66·00	65·75	68·35	70·40	71·40	69·10	68·10	67·35	67·40	67·90	68·40
7	65·40	66·10	65·90	68·35	70·50	71·25	68·90	68·00	67·25	67·50	67·75	68·25
8	65·60	65·85	65·60	68·40	70·50	71·10	68·90	68·00	67·25	67·40	67·75	67·85
9	66·10	66·00	65·65	68·60	70·65	70·90	68·90	68·00	67·15	67·50	67·90	67·65
10	66·15	65·00	65·90	69·00	70·85	70·75	68·75	67·85	67·15	67·50	67·90	67·65
11	66·15	64·85	66·10	69·50	71·00	70·85	68·75	67·75	67·10	67·50	67·75	67·65
12	66·40	65·40	66·15	69·85	71·15	70·65	68·65	67·75	67·10	67·60	67·60	67·60
13	66·40	66·35	65·90	69·85	71·40	70·50	68·60	67·60	67·35	67·60	67·85	67·25
14	66·10	66·35	65·90	69·90	71·65	70·35	68·60	67·50	67·15	67·65	67·60	67·35
15	66·00	66·15	65·90	70·10	71·75	70·25	68·50	67·60	67·00	67·50	67·40	67·25
16	66·00	66·40	66·00	70·10	71·85	70·15	68·50	67·60	67·40	67·50	67·25	67·00
17	66·25	66·40	65·90	70·25	72·00	70·25	68·25	67·65	67·00	67·40	67·35	67·75
18	65·90	66·10	66·40	70·35	72·10	69·90	68·25	67·50	67·00	67·25	67·15	67·50
19	66·25	65·85	66·25	70·75	72·00	69·90	68·35	67·50	67·00	67·40	67·35	67·25
20	66·10	65·60	66·25	70·90	72·00	70·15	68·60	67·50	67·15	67·60	67·35	67·35
21	66·75	65·00	66·15	70·85	71·90	69·85	68·50	67·50	67·15	67·60	67·35	67·15
22	66·75	65·15	66·10	70·65	71·90	69·75	68·50	67·50	66·90	67·65	67·25	67·00
23	66·40	65·25	66·40	70·60	71·85	69·60	68·40	67·50	67·00	67·90	67·15	67·50
24	66·40	65·50	66·25	70·50	71·90	69·85	68·40	67·40	67·00	68·10	66·90	68·15
25	66·10	66·00	66·50	70·40	71·90	69·35	68·25	67·40	67·00	68·10	67·10	67·75
26	66·40	66·00	66·50	70·35	71·85	69·35	68·25	67·35	67·15	67·90	67·15	67·00
27	67·10	66·25	66·35	70·25	71·75	69·25	68·25	67·35	67·10	67·85	67·00	66·75
28	67·15	65·85	66·10	70·15	71·90	69·15	68·10	67·25	67·10	67·90	67·15	66·85
29	66·50	.....	66·15	70·15	71·90	69·15	68·25	67·25	67·35	68·10	67·25	66·50
30	66·00	....	66·25	70·10	72·00	69·00	68·25	67·35	67·25	67·90	67·35	67·10
31	66·65	....	66·50	70·00	72·00	.....	68·15	67·25	....	67·85	.....	67·10

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1874.

TABLE No. 450.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	67·50	68·40	68·25	68·65	68·90	71·40	70·60	68·90	67·40	67·10	66·90	66·35
2	68·15	68·60	67·85	68·65	68·90	71·50	70·25	68·85	67·40	67·00	66·90	66·40
3	68·15	68·35	67·90	68·85	68·85	71·40	70·35	68·65	67·35	67·15	66·85	66·50
4	67·65	68·35	68·40	68·35	68·75	71·35	70·10	68·50	67·40	67·15	66·75	66·60
5	67·85	68·35	68·60	68·50	68·75	71·35	70·00	68·40	67·35	67·10	66·75	66·40
6	68·10	68·40	69·10	68·40	68·85	71·25	69·90	68·35	67·60	66·90	67·00	66·40
7	68·25	68·90	69·00	68·35	68·85	71·15	69·90	68·35	67·40	66·90	66·90	66·50
8	68·10	68·75	67·85	68·25	69·00	71·35	69·85	68·35	67·35	66·85	66·75	66·50
9	68·50	68·50	67·75	68·15	69·10	71·10	69·75	68·35	67·25	67·00	66·75	66·40
10	68·75	68·90	67·50	68·10	69·15	71·15	69·75	68·25	67·35	67·00	66·85	66·40
11	68·90	68·75	68·00	68·15	69·35	71·00	69·60	68·25	67·25	67·25	66·85	66·50
12	69·00	68·65	67·90	68·35	69·50	70·90	69·40	68·15	67·15	67·15	66·85	66·50
13	68·90	68·50	67·85	68·50	69·65	71·15	69·35	68·15	67·10	67·10	66·65	66·40
14	68·85	68·35	68·00	68·35	69·85	71·10	69·40	68·10	67·10	67·10	66·60	66·15
15	68·75	68·60	68·25	68·60	69·85	71·10	69·40	68·10	67·15	67·10	66·50	66·15
16	68·40	68·35	68·35	69·10	70·00	70·90	69·40	68·00	67·25	67·00	66·50	66·35
17	68·10	68·10	68·15	69·35	70·35	71·00	69·25	67·90	67·00	67·10	66·50	67·15
18	69·10	67·75	68·00	69·15	70·35	71·00	69·15	68·00	66·90	67·00	66·75	67·10
19	69·85	68·00	68·15	69·15	70·85	70·90	69·10	68·00	67·10	67·00	66·65	67·10
20	69·35	68·50	68·15	69·10	71·00	70·85	69·10	68·00	67·15	66·90	66·50	67·50
21	69·15	68·40	69·25	69·35	71·15	70·85	69·00	67·90	67·25	66·90	66·60	67·35
22	69·15	68·40	69·35	69·40	71·50	70·90	68·90	67·85	67·25	66·90	66·60	67·10
23	68·85	68·00	69·15	69·25	71·50	71·00	68·90	67·75	67·25	66·75	66·15	67·40
24	68·50	67·40	69·10	69·25	71·65	71·15	68·75	67·60	67·10	66·65	66·75	67·00
25	68·65	68·00	69·50	69·10	71·50	71·15	68·75	67·60	67·15	66·75	66·90	66·75
26	68·40	68·10	69·15	69·00	71·85	70·85	68·65	67·60	67·10	66·65	66·65	66·85
27	68·35	67·85	69·00	69·35	71·65	70·75	68·65	67·50	67·10	66·85	66·50	67·75
28	68·10	68·10	69·00	69·15	71·60	70·75	68·60	67·50	67·10	65·75	66·60	67·60
29	68·10	....	69·85	69·10	71·40	70·60	68·60	67·50	67·10	66·65	66·75	67·15
30	68·35	.....	69·00	69·15	71·35	70·65	68·65	67·70	67·15	67·00	66·40	66·10
31	68·35	...	68·85	.....	71·35	.....	68·65	67·70	.....	66·90	.....	65·35

SESSIONAL PAPER No. 19a

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1875.

TABLE No. 451.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	65·65	66·10	64·60	65·65	67·90	70·40	68·25	67·40	67·10	66·75	67·35	66·35
2	66·25	65·60	65·15	66·00	68·10	70·25	68·15	67·15	67·00	66·85	67·00	66·60
3	67·00	65·50	66·00	66·50	68·60	70·10	68·00	67·10	66·90	66·75	67·00	67·50
4	66·75	65·35	66·15	66·85	68·60	70·10	67·90	67·10	67·15	66·75	66·85	68·10
5	67·40	64·25	65·65	66·90	68·50	69·90	67·85	67·25	67·10	66·65	66·85	68·00
6	66·65	63·90	65·85	67·25	68·40	69·90	67·85	67·10	67·10	66·50	66·85	67·85
7	65·00	63·25	65·60	67·25	68·50	69·65	67·85	67·15	67·00	66·75	66·75	67·60
8	66·15	63·50	65·40	67·10	68·65	69·60	67·85	67·15	67·00	66·75	66·75	67·40
9	65·60	63·75	65·40	67·00	68·75	69·50	67·85	67·25	66·90	66·85	66·65	67·40
10	66·40	63·35	65·40	67·00	69·25	69·35	67·35	67·35	67·00	66·75	66·65	67·25
11	66·10	63·65	65·25	67·35	69·65	69·25	68·00	67·15	67·00	66·85	66·75	67·50
12	65·75	64·35	65·35	67·50	69·90	69·15	67·85	67·10	66·75	66·85	66·75	67·40
13	65·75	64·15	65·40	67·50	70·35	69·25	67·65	67·35	66·75	66·90	66·75	66·90
14	65·25	64·40	65·40	67·50	70·40	69·25	67·65	7·25	66·75	66·65	66·60	66·75
15	65·00	64·25	65·25	67·60	70·65	68·90	67·65	67·15	66·75	66·75	66·35	66·40
16	65·10	64·35	65·35	67·65	71·00	68·90	67·65	67·15	66·60	66·85	66·50	66·60
17	65·90	65·25	65·35	67·85	71·40	68·65	67·60	67·25	66·65	67·35	66·85	67·00
18	65·35	65·85	65·65	68·10	71·50	68·50	67·50	67·35	66·65	66·75	66·50	66·85
19	67·00	66·10	65·75	68·10	71·50	68·50	67·50	67·35	66·65	66·85	66·65	66·75
20	66·85	65·75	66·50	68·00	71·60	68·50	67·50	67·40	66·60	67·10	66·85	66·35
21	66·40	65·75	66·85	67·65	71·60	68·40	67·60	67·40	66·85	67·00	66·85	66·75
22	66·10	65·65	66·50	67·60	71·60	68·35	67·50	67·40	66·85	66·90	66·65	67·15
23	65·85	65·65	66·10	67·50	71·50	68·35	67·50	67·35	66·85	66·85	66·60	67·00
24	66·10	65·40	66·25	67·50	71·35	68·25	67·60	67·25	66·85	66·85	66·85	67·40
25	65·75	65·10	66·50	67·60	71·25	68·35	67·50	67·15	66·75	66·85	66·65	67·60
26	65·35	65·00	65·85	67·65	71·15	68·25	67·40	67·10	66·75	66·60	66·60	67·75
27	65·35	64·60	65·90	67·65	71·10	68·25	67·40	67·15	66·65	66·85	66·75	67·85
28	65·40	64·65	65·85	67·65	70·85	68·25	67·50	67·15	66·75	66·85	66·60	68·10
29	65·85	....	65·75	67·60	70·65	68·15	67·50	67·15	66·60	66·75	66·75	68·15
30	67·00	....	65·75	67·00	70·65	68·25	67·50	67·10	66·60	66·40	66·50	68·10
31	66·90	....	65·40	.....	70·60	.....	67·50	67·10	.....	67·10	.....	67·00

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1876.

TABLE No. 452.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	67·25	68·00	67·15	67·85	72·00	73·15	70·90	69·15	68·15	.....	67·65	67·65
2	67·15	67·75	67·15	67·90	71·75	73·00	70·85	69·10	68·35	.....	67·65	67·60
3	67·25	66·65	67·10	67·90	71·50	72·90	71·10	69·00	68·25	.....	68·00	67·65
4	67·25	66·90	67·15	67·90	71·65	72·65	70·65	69·00	68·15	.....	67·90	67·85
5	68·00	67·00	67·25	67·90	71·85	72·75	70·60	69·00	68·15	.....	67·90	67·75
6	68·15	67·15	67·10	68·35	72·00	72·50	70·60	69·00	68·10	.....	67·85	67·90
7	68·15	67·75	67·15	68·65	72·15	72·25	70·60	69·00	68·00	.....	67·85	68·00
8	68·35	67·60	68·25	68·90	72·40	72·10	70·50	68·90	68·00	.....	67·75	67·90
9	68·40	67·40	68·60	69·00	72·75	72·00	70·50	68·85	67·90	.....	67·85	67·90
10	68·40	66·85	68·65	68·85	73·10	71·85	70·60	68·85	68·00	.....	67·85	67·65
11	68·10	67·15	68·50	68·75	73·50	71·85	70·50	68·75	67·90	.....	67·85	67·60
12	68·15	67·35	67·90	68·90	73·75	71·75	70·50	68·65	67·85	.....	67·90	67·85
13	68·35	67·60	68·15	69·15	74·00	71·60	70·40	68·75	67·75	.....	67·90	68·25
14	68·10	67·60	67·60	69·60	74·15	71·60	70·25	68·65	67·65	.....	67·85	68·10
15	68·00	67·50	67·60	70·10	74·25	71·65	70·25	68·75	67·75	.....	67·85	68·00
16	68·00	67·50	68·35	70·50	74·25	71·65	70·15	68·50	67·75	.....	67·75	68·35
17	68·10	67·65	68·10	70·75	74·15	71·65	70·10	68·50	67·60	....	67·85	67·40
18	68·10	67·85	67·85	70·85	74·25	71·65	69·90	68·40	67·35	....	67·85	67·15
19	68·10	68·15	67·85	70·85	74·15	71·65	69·85	68·50	67·40	.....	67·85	67·40
20	68·35	68·40	68·00	70·85	74·15	71·65	70·00	68·60	67·65	.....	67·65	67·40
21	68·25	67·60	67·85	70·85	74·15	71·75	69·75	68·50	67·65	....	67·65	67·75
22	67·90	67·90	67·60	71·10	74·10	71·85	69·60	68·40	67·60	.....	67·65	68·15
23	68·25	67·50	67·50	71·15	74·10	71·75	69·50	68·35	67·60	.....	67·90	68·25
24	68·15	67·10	67·60	71·25	74·00	71·65	69·50	68·35	67·60	.....	68·00	68·35
25	68·15	67·25	68·00	71·15	74·00	71·60	69·40	68·25	67·65	.....	68·00	68·25
26	68·10	67·65	68·00	71·25	73·90	71·40	69·35	68·25	67·75	.....	67·90	68·85
27	68·25	68·15	67·60	71·35	73·90	71·25	69·35	68·40	67·90	....	67·85	68·85
28	68·60	67·85	67·60	71·50	73·75	71·35	69·40	68·35	68·10	....	67·85	69·00
29	68·60	67·25	67·65	71·60	73·60	71·15	69·35	68·15	67·90	.....	67·85	69·15
30	67·15	.....	67·60	71·65	73·50	71·00	69·35	68·15	67·90	.....	67·75	68·75
31	67·65	.....	67·75	.....	73·25	.....	69·25	68·15	.....	.....	.....	68·40

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1877.

TABLE No. 453.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·10	.....	66·90	67·90	69·75	68·75	68·10	67·60	67·35	66·75	66·75	67·60
2	68·40	.....	67·35	68·25	69·85	68·60	68·25	67·50	67·35	66·60	66·50	67·60
3	68·40	.....	67·00	68·60	69·65	68·60	68·10	67·65	67·35	66·50	67·00	67·65
4	68·00	.....	67·10	68·60	69·60	68·60	68·10	67·65	67·25	66·40	67·00	67·60
5	67·85	.....	67·25	68·50	69·50	68·50	68·10	67·60	67·25	66·60	66·90	67·60
6	68·40	.....	67·35	68·60	69·50	68·35	68·10	67·60	67·15	66·65	66·90	67·90
7	68·40	.....	67·40	68·75	69·25	68·35	68·00	67·60	66·90	66·65	66·85	67·90
8	68·65	.....	67·50	68·75	69·10	68·25	68·15	67·50	66·85	66·60	66·65	68·00
9	68·50	.....	67·50	68·60	69·00	68·25	68·10	67·50	67·00	66·60	67·00	68·00
10	68·35	.....	67·10	68·50	68·90	68·50	68·10	67·60	66·90	66·75	67·00	67·60
11	68·15	.....	67·15	68·60	68·90	68·40	68·10	67·60	66·90	66·65	67·00	67·65
12	67·75	.....	67·15	68·50	69·00	68·40	68·10	67·60	66·90	66·75	67·00	67·85
13	67·50	.....	67·35	68·50	69·00	68·35	68·00	67·50	66·90	66·75	67·00	67·75
14	67·50	.....	67·35	68·50	69·00	68·35	68·00	67·40	66·90	66·75	66·90	67·65
15	67·50	.....	67·10	68·50	68·85	68·15	67·90	67·40	66·90	66·65	66·90	67·65
16	67·15	.....	67·35	68·50	68·85	68·25	67·85	67·35	67·00	66·60	67·10	67·75
17	67·50	.....	67·00	68·50	68·85	68·25	68·00	67·35	67·00	66·65	67·00	67·75
18	68·00	.....	67·00	68·50	68·85	68·15	68·00	67·35	67·00	66·65	67·35	67·60
19	68·60	.....	66·90	69·35	68·85	68·25	67·85	67·40	66·90	66·65	67·40	67·50
20	69·00	.....	66·90	69·60	68·85	68·10	68·00	67·40	66·90	66·50	67·00	67·50
21	67·85	.....	67·25	69·00	68·75	67·90	68·00	67·35	66·90	66·50	66·85	67·50
22	67·75	.....	67·10	69·40	68·65	68·00	67·90	67·35	66·85	66·40	66·85	67·40
23	67·65	.....	67·00	69·50	68·65	68·10	67·85	67·35	66·90	66·50	66·85	67·40
24	67·85	.....	67·00	69·60	68·75	68·00	67·90	67·35	66·75	66·60	67·00	67·35
25	67·50	.....	67·10	69·60	68·85	68·10	67·85	67·35	66·75	66·65	66·85	67·25
26	67·50	.....	67·00	69·50	68·75	68·10	67·85	67·40	66·85	66·60	67·00	67·25
27	68·00	.....	67·15	69·50	68·90	68·00	67·65	67·35	66·75	66·40	67·15	67·25
28	67·85	.....	67·75	69·35	68·85	67·90	67·90	67·35	66·60	66·40	67·50	67·15
29	67·65	.....	68·00	69·35	68·85	68·85	67·90	67·35	66·65	66·75	67·50	67·15
30	67·85	.....	67·90	69·60	68·75	67·90	67·75	67·35	66·65	66·75	67·60	67·10
31	67·65	.....	68·00	.....	68·75	.....	67·65	67·35	.....	66·65	.....	67·00

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1878.

TABLE No. 454

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	66·90	67·75	67·40	68·15	69·25	69·10	68·50	68·00	67·90	68·00	69·40	69·75
2	66·85	67·40	67·60	68·15	69·25	69·15	68·40	68·15	67·90	68·00	69·50	69·25
3	67·10	67·60	67·35	68·15	69·25	69·15	68·40	68·15	67·85	68·10	69·60	69·50
4	67·40	67·85	67·25	68·10	69·25	69·15	68·50	68·15	67·75	68·10	69·50	69·60
5	67·90	67·85	67·35	68·10	69·35	69·35	68·40	68·15	67·85	68·00	69·25	69·60
6	67·25	67·60	67·50	68·15	69·50	69·15	68·40	68·15	67·85	68·00	69·15	69·50
7	67·50	67·25	67·50	68·40	69·50	69·00	68·40	68·10	67·75	67·90	69·10	69·25
8	67·35	67·15	67·75	68·50	69·50	68·85	68·35	68·10	67·85	68·00	68·85	69·10
9	67·65	67·10	68·10	68·50	69·60	68·85	68·40	68·10	67·75	67·90	69·00	68·90
10	68·15	67·10	68·25	68·50	69·85	68·75	68·35	68·25	67·65	68·10	68·85	68·85
11	67·90	67·00	68·25	68·60	70·00	68·65	68·35	68·35	67·75	67·90	68·75	69·75
12	67·50	67·10	67·90	68·90	70·00	68·75	68·25	68·25	67·65	67·90	68·85	70·25
13	67·35	67·60	67·85	69·15	69·85	68·85	68·15	68·35	67·60	67·90	69·00	70·15
14	67·35	67·65	68·00	69·35	69·85	68·75	68·25	68·25	68·00	67·75	69·00	70·10
15	67·25	67·65	68·15	69·35	69·75	68·75	68·15	68·25	68·00	67·85	68·85	68·90
16	67·35	67·50	68·25	69·15	69·75	68·75	68·15	68·25	67·90	67·90	68·65	68·65
17	67·75	67·40	68·25	69·10	69·75	68·75	68·15	68·25	67·90	68·00	68·50	69·35
18	68·65	67·15	68·15	69·10	69·65	68·75	68·15	68·10	68·00	68·15	68·40	69·40
19	69·10	67·10	68·25	69·10	69·60	68·65	68·15	68·10	68·00	68·15	68·50	69·40
20	68·50	67·50	68·35	69·00	69·50	68·60	68·10	68·25	68·00	68·60	68·50	69·40
21	67·65	67·35	68·15	69·15	69·60	68·50	68·15	68·15	68·00	68·40	68·60	69·50
22	67·35	67·00	68·10	69·10	69·60	68·50	68·10	68·15	68·10	68·40	68·50	69·50
23	67·35	66·90	68·15	68·90	69·50	68·40	68·10	68·10	68·00	68·40	68·85	69·50
24	67·00	67·00	68·10	68·90	69·40	68·50	68·00	68·10	67·90	68·50	69·25	69·85
25	67·85	67·15	68·35	69·00	69·40	68·65	68·15	68·10	68·10	68·50	69·25	69·85
26	68·10	67·25	68·00	69·00	69·40	68·50	68·15	68·15	68·25	68·50	69·35	70·10
27	68·00	67·35	68·00	69·00	69·40	68·40	68·25	68·00	68·15	68·65	69·10	70·10
28	67·90	67·40	68·00	69·10	69·40	68·50	68·25	67·90	68·10	68·75	69·25	69·85
29	67·60	.....	68·00	69·00	69·35	68·50	68·15	67·90	68·00	68·90	69·65	69·65
30	67·90	.....	68·15	69·10	69·35	68·60	68·10	67·90	68·00	69·00	69·75	70·00
31	68·15	.....	68·15	.....	69·25	.....	68·00	67·75	.....	69·25	.....	69·65

SESSIONAL PAPER No. 19a

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1879.

TABLE No. 455.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·85	69·50	68·00	68·15	70·75	71·00	69·00	68·40	67·40	67·35	67·10	66·90
2	70·00	69·00	68·15	68·25	70·85	70·85	69·00	68·40	67·40	67·25	66·75	66·85
3	70·00	68·65	68·15	68·35	71·00	70·60	68·90	68·35	67·40	67·40	66·40	66·90
4	70·00	68·90	68·00	68·40	71·10	70·50	68·85	68·25	67·35	67·25	66·60	66·90
5	70·00	68·65	67·60	68·50	71·15	70·50	68·85	68·25	67·35	67·35	66·60	66·75
6	69·75	68·10	67·50	68·35	71·25	70·50	68·75	68·35	67·60	67·25	66·60	66·65
7	69·50	68·35	67·60	68·35	71·35	70·50	68·65	68·10	67·60	67·15	66·50	67·15
8	69·40	68·00	67·65	68·35	71·35	70·40	68·65	67·90	67·40	67·15	66·50	67·35
9	69·25	68·25	67·50	68·35	71·40	70·15	68·65	67·90	67·40	67·15	66·65	67·25
10	68·90	68·10	67·10	68·35	71·35	70·10	68·65	67·85	67·40	67·00	66·65	67·25
11	68·75	68·35	67·60	68·35	71·25	70·00	68·65	67·85	67·40	67·10	66·60	67·50
12	68·75	68·40	67·75	68·35	71·35	70·00	68·60	67·85	67·40	67·10	66·60	67·60
13	69·00	68·25	68·00	68·50	71·35	69·90	68·60	67·75	67·40	67·00	66·40	67·60
14	69·25	68·25	68·00	68·75	71·35	69·85	68·60	67·90	67·40	67·00	66·40	67·60
15	68·90	68·65	68·00	69·00	71·35	69·65	68·65	67·85	67·50	67·00	66·75	67·50
16	68·65	69·00	68·00	69·25	71·40	69·50	68·75	67·60	67·35	67·00	67·00	67·50
17	68·65	68·90	68·15	69·60	71·65	69·65	68·65	67·50	67·65	66·85	67·10	67·50
18	68·90	68·65	68·15	69·85	72·00	69·60	68·60	67·60	67·60	67·00	66·90	67·50
19	68·60	68·65	68·10	69·90	72·10	69·60	68·50	67·60	67·50	67·15	66·85	67·50
20	68·60	68·50	68·00	69·90	72·25	69·50	68·50	67·60	67·50	67·10	67·00	67·50
21	69·00	68·50	68·00	70·15	72·35	69·50	68·50	67·60	67·50	67·00	67·10	67·50
22	69·00	68·35	68·00	70·15	72·25	69·50	68·40	67·65	67·40	67·00	66·85	67·50
23	69·00	68·35	67·85	70·25	72·25	69·50	68·40	67·65	67·40	67·15	67·00	67·75
24	69·10	68·00	67·75	70·10	72·15	69·40	68·50	67·85	67·40	67·10	67·10	67·75
25	69·00	67·85	67·75	70·10	72·10	69·35	68·40	67·65	67·40	66·90	67·00	67·75
26	68·60	67·75	67·65	70·15	71·90	69·25	68·35	67·60	67·40	66·90	67·00	67·75
27	68·60	67·60	67·75	70·15	71·65	69·25	68·40	67·50	67·35	66·90	66·85	67·75
28	68·75	67·60	67·85	70·15	71·60	69·15	68·50	67·40	67·35	66·90	66·85	68·85
29	69·10		67·85	70·35	71·35	69·10	68·50	67·40	67·35	67·00	67·10	69·15
30	69·35		68·00	70·50	71·15	69·10	68·50	67·40	67·35	67·15	67·10	69·60
31	69·65		68·10		71·10		68·40	67·40		67·15		68·35

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1880.

TABLE No. 456.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	67·90	68·60	68·25	67·75	70·90	71·50	69·60	68·40	67·40	67·35	67·35	67·40
2	68·75	68·15	68·90	68·00	70·65	71·35	69·50	68·40	67·40	67·25	67·50	67·50
3	68·15	68·10	68·85	68·25	70·60	71·15	69·40	68·40	67·50	67·35	67·35	67·50
4	68·50	68·00	68·35	68·85	70·60	71·10	69·35	68·35	67·60	67·25	67·25	67·75
5	69·00	68·15	68·15	69·65	70·60	71·00	69·25	68·35	67·60	67·25	67·35	67·65
6	69·00	68·60	68·35	70·10	70·85	70·90	69·25	68·25	67·60	67·35	67·40	67·85
7	69·40	68·75	68·65	70·10	70·65	71·00	69·25	68·15	67·60	67·35	68·15	67·75
8	69·65	69·00	68·35	70·00	70·65	70·90	69·10	68·15	67·40	67·35	67·90	67·60
9	69·40	68·85	68·50	69·85	70·85	70·85	69·10	68·25	67·35	67·25	67·85	67·60
10	68·50	68·60	68·40	69·60	70·90	70·65	69·10	68·15	67·25	67·35	67·75	67·50
11	68·25	68·50	68·35	69·65	71·10	70·65	69·00	68·10	67·35	67·35	67·75	67·60
12	68·40	68·85	68·15	69·50	71·25	70·65	68·90	68·00	67·35	67·40	68·50	68·15
13	68·60	68·15	68·40	69·40	71·35	70·60	68·75	68·10	67·35	67·35	68·75	68·15
14	68·60	68·00	68·10	69·40	71·35	70·65	68·75	68·00	67·35	67·15	68·60	68·00
15	68·15	68·00	68·40	69·35	71·40	70·60	68·75	68·00	67·35	67·15	68·60	67·65
16	68·50	68·10	68·40	69·35	71·65	70·50	68·60	67·90	67·35	67·15	68·60	67·60
17	69·15	68·00	68·25	69·40	71·75	70·40	68·60	67·85	67·35	67·40	68·75	67·35
18	68·25	67·60	68·00	69·65	71·75	70·35	68·65	67·75	67·35	67·85	68·75	67·35
19	67·65	67·65	68·10	69·85	71·75	70·35	68·60	67·85	67·25	67·65	68·65	67·35
20	67·60	67·50	68·00	70·15	71·65	70·35	68·60	67·85	67·25	67·40	68·40	67·50
21	67·40	68·40	68·00	70·10	71·65	70·25	68·75	67·75	67·40	67·35	68·60	67·90
22	67·50	68·85	67·90	70·15	71·65	70·10	68·60	67·90	67·40	67·35	68·40	68·25
23	68·35	68·35	67·90	70·10	71·65	69·90	68·60	67·75	67·40	67·15	68·00	68·40
24	68·50	67·85	67·90	70·00	71·65	69·90	68·60	67·75	67·35	67·15	67·85	68·75
25	68·50	67·90	67·75	69·90	71·65	69·85	68·60	67·65	67·25	67·15	68·00	68·85
26	69·10	67·90	68·10	70·00	71·50	69·85	68·50	67·50	67·25	67·00	68·00	68·65
27	68·60	68·00	68·00	70·15	71·50	69·75	68·50	67·40	67·40	67·25	67·85	68·65
28	68·10	68·00	67·85	70·35	71·50	69·65	68·60	67·50	67·15	67·15	67·85	68·90
29	67·90	68·40	67·75	70·40	71·40	69·75	68·50	67·50	67·35	67·00	67·75	68·90
30	68·25	....	67·75	70·65	71·25	69·65	68·50	67·50	67·35	67·00	67·65	68·85
31	68·60	....	67·75	.....	71·35	.....	68·40	67·40	.....	67·10	.....	68·50

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1881.

TABLE No. 457.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·40	67·00	66·65	67·50	69·10	69·85	68·15	67·75	67·10	66·65	66·65	66·90
2	68·15	66·35	66·35	67·75	69·35	69·85	68·15	67·65	67·00	66·75	66·65	66·85
3	68·35	66·25	66·50	68·15	69·50	69·65	68·25	67·65	67·00	66·75	66·75	66·85
4	67·75	66·50	66·35	68·15	69·50	69·65	68·15	67·65	67·10	66·60	66·75	66·75
5	67·50	67·10	66·15	68·10	69·40	69·60	68·15	67·65	67·10	66·65	66·75	66·75
6	67·85	67·40	66·15	67·90	69·60	69·60	68·15	67·65	67·15	66·60	66·75	66·85
7	68·15	67·50	66·15	67·75	69·60	69·40	68·10	67·65	67·25	66·60	66·65	66·90
8	68·10	67·40	66·35	67·65	69·60	69·35	68·00	67·60	67·10	66·60	66·75	67·35
9	68·60	66·60	66·50	67·65	69·60	69·15	68·00	67·65	67·00	66·65	66·75	67·10
10	68·40	66·10	66·50	67·75	69·65	69·10	68·00	67·65	66·85	66·60	66·75	66·90
11	68·25	65·90	66·65	67·90	69·75	68·90	67·85	67·65	67·15	66·50	66·90	66·90
12	68·10	66·10	66·50	67·90	69·90	68·90	67·85	67·60	67·10	66·35	66·65	66·75
13	68·15	66·50	66·75	67·85	70·00	68·85	67·90	67·60	66·85	66·60	66·85	67·10
14	68·10	66·25	66·65	67·75	70·00	68·85	67·90	67·50	66·90	66·50	67·00	67·10
15	67·90	66·85	66·65	67·75	70·00	68·90	67·90	67·50	66·75	66·50	67·10	67·15
16	67·65	66·65	66·75	67·85	70·00	68·90	67·90	67·35	66·60	66·60	67·00	67·00
17	67·60	66·60	66·90	67·90	70·10	68·65	67·90	67·25	66·75	66·35	66·85	67·10
18	67·40	66·60	67·15	67·90	70·40	68·65	67·85	67·25	66·75	66·50	67·10	67·25
19	67·65	66·60	67·35	67·90	70·50	68·65	67·85	67·25	66·75	66·50	66·90	67·25
20	67·85	66·50	67·65	67·85	70·60	68·60	67·85	67·25	66·75	66·50	67·00	67·25
21	67·90	66·50	67·75	67·85	70·65	68·60	67·90	67·25	66·60	66·65	66·90	67·10
22	67·75	66·60	68·75	67·85	70·75	68·50	67·90	67·25	66·50	66·65	66·90	67·10
23	67·60	66·25	69·00	67·90	70·75	68·50	67·85	67·15	66·50	66·65	66·75	66·75
24	67·50	65·90	68·85	68·00	70·75	68·35	67·85	67·15	66·50	66·50	67·00	66·65
25	67·25	66·25	68·75	68·00	70·50	68·35	67·65	67·15	66·65	66·50	67·00	66·65
26	67·00	66·90	68·60	68·10	70·35	68·35	67·85	67·15	66·85	66·50	67·00	67·00
27	66·75	67·15	68·40	68·35	70·35	68·15	67·85	67·10	66·75	66·50	67·00	67·10
28	66·25	66·90	68·25	68·60	70·25	68·35	67·85	67·10	66·85	66·50	67·00	67·15
29	66·25	.....	68·10	68·85	70·10	68·35	67·85	67·10	66·75	66·50	66·75	67·00
30	66·75	.....	68·00	68·85	70·10	68·35	67·75	67·10	66·65	66·65	66·90	67·50
31	66·75	.....	67·60	.....	70·00	.....	67·75	67·10	.....	66·75	.....	67·65

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1882.

TABLE No. 458

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	67·65	69·00	67·65	68·85	69·75	71·50	70·35	69·15	68·75	68·35	67·75	67·40
2	67·60	69·00	68·40	68·60	69·75	71·50	70·50	69·10	68·65	68·35	67·65	67·40
3	67·15	68·00	69·10	68·40	70·00	71·50	70·50	69·10	68·75	68·35	67·65	67·35
4	67·40	68·85	69·15	68·40	69·85	71·35	70·40	69·00	68·75	68·35	67·60	67·15
5	67·85	67·75	69·15	68·40	69·85	71·60	70·35	69·00	68·65	68·10	67·40	67·40
6	68·50	68·00	69·00	68·35	69·65	71·65	70·35	69·00	68·65	68·10	67·35	67·65
7	68·65	68·60	68·75	68·50	69·65	71·65	70·35	69·00	68·60	68·15	67·35	68·00
8	69·00	68·40	68·85	69·10	69·65	71·65	70·35	68·75	68·50	68·15	67·40	67·65
9	68·65	68·65	68·65	69·00	69·65	71·65	70·15	68·85	68·50	68·10	67·50	67·40
10	68·15	68·65	68·35	69·00	69·65	71·60	70·25	68·85	68·40	68·10	67·40	67·85
11	68·15	67·85	68·35	69·00	69·60	71·50	70·25	69·00	68·35	67·90	67·40	67·65
12	68·35	67·75	68·35	69·00	69·50	71·35	70·25	69·15	68·10	67·75	67·40	67·85
13	68·50	67·50	68·25	69·10	69·65	71·25	70·15	69·00	68·15	67·65	67·50	67·75
14	68·85	67·50	68·25	69·00	69·50	71·10	70·00	68·75	68·35	67·65	67·90	68·15
15	68·15	67·75	68·50	68·85	69·75	71·00	69·90	68·85	68·35	67·85	67·85	68·35
16	69·10	67·75	68·40	68·85	70·10	70·85	69·85	68·85	68·40	67·85	67·85	68·15
17	68·75	68·00	68·25	69·00	70·15	70·85	69·65	68·85	68·40	67·90	67·85	68·40
18	69·00	67·90	68·25	69·00	70·25	70·85	69·65	68·85	68·35	67·90	67·85	68·40
19	69·40	68·25	68·15	69·00	70·25	71·00	69·75	68·90	68·35	67·85	67·65	68·40
20	69·15	68·15	68·10	69·25	70·40	71·15	69·75	68·90	68·35	67·75	67·65	68·50
21	69·10	68·15	68·15	69·60	70·40	71·10	69·65	68·90	68·35	67·65	67·65	68·50
22	69·00	68·10	68·15	69·85	70·40	71·10	69·60	68·90	68·25	67·75	67·75	68·90
23	68·35	68·15	68·00	69·75	70·75	71·00	69·50	68·90	68·35	67·65	67·75	69·00
24	68·00	68·00	68·15	69·65	70·90	71·00	69·50	69·00	68·50	67·85	67·90	68·15
25	67·85	67·85	68·35	69·65	70·90	71·00	69·35	69·00	68·50	67·75	68·00	67·65
26	68·10	68·00	68·35	69·85	70·90	70·85	69·35	68·75	68·35	67·75	67·85	67·75
27	68·15	67·65	68·15	69·50	71·00	70·85	69·35	68·75	68·15	67·75	67·50	67·40
28	67·85	67·65	68·35	69·50	71·10	70·75	69·35	68·75	68·10	67·60	67·40	67·50
29	68·00	.....	68·75	69·50	71·10	70·65	69·35	68·85	68·15	67·85	67·35	67·65
30	68·15	.....	68·75	69·65	71·15	70·65	69·35	68·85	68·35	67·85	67·35	67·50
31	68·50	.....	69·10	.....	71·15	.....	69·35	68·75	.....	67·75	.....	67·40

SESSIONAL PAPER No. 19a

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1883.

TABLE No. 459.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec
1	67·65	67·00	67·15	66·75	69·40	71·35	70·85	70·00	68·75	68·25	68·40	69·00
2	67·65	66·90	67·00	66·50	69·35	71·25	70·85	69·90	68·65	68·15	68·35	69·00
3	67·65	67·40	66·75	66·50	69·35	71·25	70·85	69·90	68·60	68·50	68·35	69·00
4	67·85	67·15	67·00	66·50	69·25	71·25	71·00	69·90	68·65	68·50	68·35	69·00
5	67·85	67·15	66·50	66·65	69·50	71·10	71·00	69·90	68·60	68·40	68·40	68·90
6	67·85	67·25	67·10	66·65	70·00	71·00	71·00	69·90	68·85	68·40	68·50	68·90
7	67·75	67·60	67·15	67·15	70·10	70·90	70·90	69·85	68·50	68·35	68·50	68·75
8	67·75	67·40	66·75	67·50	70·10	70·85	71·15	69·65	68·60	68·25	68·40	68·75
9	68·00	67·35	67·15	67·35	70·00	70·75	71·00	69·65	68·60	68·15	68·35	68·75
10	68·65	67·25	67·40	67·90	70·00	70·60	70·90	69·65	68·60	68·25	68·40	68·90
11	67·50	67·10	67·25	68·65	70·15	70·65	70·85	69·50	68·50	68·35	68·50	68·90
12	67·35	67·00	66·65	69·35	70·25	70·75	70·65	69·40	68·50	68·25	68·65	68·85
13	67·25	67·25	66·85	69·65	70·35	70·90	70·65	69·40	68·40	68·35	68·65	68·90
14	67·65	67·25	66·90	69·85	70·15	70·90	70·40	69·35	68·40	68·35	68·75	69·00
15	67·65	67·25	66·60	69·90	70·10	70·65	70·40	69·25	68·50	68·15	68·75	69·00
16	67·75	67·00	66·25	69·90	70·15	70·65	70·40	69·15	68·50	68·15	68·75	68·60
17	68·00	66·50	66·85	70·10	70·15	70·75	70·40	69·15	68·65	68·15	68·75	68·50
18	67·40	66·50	66·75	70·35	70·15	70·75	70·50	69·15	68·60	68·15	68·65	68·75
19	67·40	66·60	66·25	70·60	70·10	71·00	70·60	69·15	68·50	68·25	68·60	68·75
20	67·50	67·00	65·90	70·50	70·00	71·00	70·60	69·15	68·40	68·35	68·50	69·35
21	67·60	67·10	66·00	70·50	69·60	71·00	70·50	69·15	68·40	68·25	68·50	69·50
22	68·25	66·90	66·25	70·40	69·50	71·00	70·50	69·15	68·35	68·10	68·65	69·25
23	67·10	66·75	66·50	70·25	69·90	71·00	70·50	69·10	68·35	68·00	68·65	69·10
24	67·25	66·50	66·50	70·15	70·50	70·90	70·40	69·10	68·35	68·00	68·50	69·25
25	67·35	66·65	66·50	70·15	70·60	70·65	70·35	69·00	68·65	68·10	68·50	69·50
26	67·60	66·40	66·35	69·85	70·85	70·65	70·15	69·00	68·60	68·10	68·40	69·90
27	67·90	66·35	66·35	69·85	70·85	70·65	70·15	69·00	68·60	68·10	69·00	69·85
28	68·00	67·00	66·25	69·85	70·90	70·65	70·15	68·85	68·60	68·10	69·25	69·15
29	68·15	.....	66·35	69·60	71·00	70·65	70·15	68·75	68·50	68·15	69·10	68·75
30	68·15	.....	66·50	69·50	71·00	70·65	70·10	68·75	68·40	68·25	69·00	69·25
31	67·65	.....	66·60	.....	71·35	.....	70·00	68·75	.....	68·40	.....	69·60

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1884.

TABLE No. 460.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·50	67·85	67·85	71·10	71·35	71·25	69·50	69·00	68·50	68·15	68·35	68·00
2	69·60	67·85	68·40	70·85	71·50	71·15	69·50	69·00	68·50	68·00	68·35	68·00
3	69·60	68·25	68·40	70·65	71·65	71·25	69·50	69·10	68·50	68·00	68·35	68·00
4	69·60	68·40	68·00	70·65	71·65	71·00	69·50	69·10	68·50	68·10	68·25	68·00
5	69·35	68·10	68·35	70·65	71·65	70·90	69·35	69·15	68·50	68·15	68·60	67·90
6	69·15	68·10	68·40	70·50	71·65	70·75	69·40	69·25	68·50	68·15	68·60	67·85
7	69·15	68·40	68·15	70·35	71·65	70·65	69·40	69·35	68·40	68·10	68·60	68·65
8	69·65	68·60	67·65	70·25	71·85	70·60	69·35	69·35	68·40	68·10	68·60	69·00
9	69·65	68·40	67·60	70·35	71·90	70·50	69·25	69·15	68·40	68·00	68·60	69·00
10	69·65	68·40	67·15	70·10	72·10	70·40	69·25	69·15	68·35	68·00	68·60	68·00
11	69·65	68·40	67·25	70·75	72·35	70·35	69·25	69·10	68·35	68·10	68·15	68·90
12	69·65	68·40	67·40	70·90	72·35	70·35	69·25	69·00	68·15	68·10	68·15	68·85
13	69·60	68·35	67·25	70·90	72·35	70·25	69·25	69·00	68·15	68·10	68·15	68·50
14	69·50	67·65	67·35	70·85	72·35	70·25	69·25	69·00	68·15	68·10	68·15	68·50
15	69·50	67·65	67·65	70·85	72·25	70·15	69·25	69·00	68·15	68·10	68·15	68·40
16	69·60	68·10	67·85	70·85	72·25	70·15	69·25	69·00	68·40	68·10	68·15	68·40
17	69·25	68·35	68·10	71·00	72·15	70·15	69·25	69·00	68·40	68·10	68·10	68·40
18	69·10	68·00	68·10	71·15	72·15	70·15	69·15	68·75	68·35	68·10	68·00	68·35
19	68·85	67·75	68·10	71·25	72·10	70·10	69·00	68·75	68·25	68·10	68·00	68·25
20	68·65	67·75	67·85	71·25	72·10	70·10	69·00	68·75	68·25	68·15	67·90	68·15
21	68·60	67·75	67·85	71·25	72·15	70·00	69·00	68·75	68·15	68·00	67·85	68·15
22	68·85	68·35	68·00	71·25	72·10	69·90	68·90	68·65	68·15	68·35	67·75	68·15
23	68·60	68·85	68·50	71·25	72·00	69·75	68·90	68·65	68·10	68·35	67·65	68·50
24	68·10	68·65	68·50	71·25	72·00	69·75	68·85	68·60	68·00	68·25	67·25	68·65
25	68·00	69·00	69·10	71·25	72·00	69·65	68·85	68·60	68·15	68·15	68·00	69·00
26	67·90	69·00	69·75	71·25	71·75	69·65	68·85	68·50	68·15	68·00	68·15	69·10
27	68·40	69·00	70·15	71·25	71·65	69·65	68·85	68·40	68·15	68·10	68·15	69·25
28	68·10	68·85	70·60	71·25	71·60	69·60	68·90	68·40	68·25	68·40	68·25	69·25
29	67·90	68·25	71·00	71·40	71·40	69·60	68·90	68·50	68·35	68·35	68·15	69·25
30	68·10	.....	71·00	71·40	71·35	69·60	68·90	68·60	68·25	68·25	68·10	68·75
31	68·40	.....	71·00	.....	71·35	.....	68·90	68·60	.....	68·15	.....	68·35

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1885.

TABLE No. 461.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·75	69·10	67·10	66·10	72·60	71·35	70·25	69·15	68·25	68·25	68·25	68·50
2	69·35	68·75	67·00	66·10	72·15	71·40	70·15	69·00	68·25	68·15	68·50	68·50
3	69·85	68·15	67·00	66·35	72·00	71·35	70·15	68·75	68·35	68·25	69·00	68·50
4	70·35	68·40	67·35	66·00	71·65	71·15	70·15	68·90	68·40	68·35	69·00	68·60
5	71·15	68·50	67·35	66·10	71·40	71·15	70·10	68·90	68·40	68·40	68·65	68·25
6	70·85	68·60	67·00	65·90	71·15	71·00	69·90	68·90	68·40	68·25	68·75	68·25
7	70·00	68·75	67·00	66·00	71·90	70·90	69·90	68·90	68·35	68·15	68·75	68·60
8	69·75	68·85	67·00	66·15	71·00	70·90	69·90	68·85	68·25	68·15	68·90	68·75
9	68·75	68·85	66·90	66·35	71·15	70·90	70·00	68·85	68·15	68·15	69·15	68·90
10	68·60	69·15	66·75	66·65	71·40	70·90	70·10	68·85	68·15	68·15	69·35	68·90
11	68·90	68·75	66·40	67·50	71·60	70·90	70·15	68·85	68·15	68·10	69·25	69·00
12	69·15	68·50	66·35	67·50	71·60	70·65	70·10	68·85	68·25	67·90	69·00	69·00
13	68·65	68·40	66·60	67·50	71·60	70·60	70·00	68·85	68·35	67·50	69·00	69·00
14	69·25	68·25	66·35	67·85	71·60	70·60	70·00	68·90	68·40	67·65	69·00	69·00
15	69·75	68·15	66·60	68·15	71·60	70·50	70·00	68·90	68·40	68·15	69·10	68·85
16	69·60	67·90	67·15	68·40	71·60	70·50	70·00	68·90	68·35	68·15	69·00	68·65
17	69·40	67·85	66·85	68·65	71·60	70·40	70·00	68·75	68·35	68·15	68·85	68·65
18	68·65	67·35	66·90	69·00	71·60	70·35	70·00	68·75	68·35	68·25	68·85	68·65
19	68·75	67·60	66·40	69·35	71·60	70·25	69·90	68·75	68·35	68·15	68·85	69·15
20	68·85	67·85	66·50	69·65	71·50	70·15	69·85	68·65	68·35	68·25	68·90	69·40
21	69·10	67·75	66·10	70·00	71·40	70·25	69·85	68·60	68·25	68·40	68·90	69·85
22	68·60	67·85	66·10	70·35	71·50	70·60	69·85	68·60	68·35	68·85	68·85	69·35
23	68·40	67·85	66·15	70·75	71·40	70·65	69·65	68·75	68·40	68·90	68·85	69·85
24	69·35	67·50	66·00	71·50	71·50	70·65	69·50	68·75	68·35	68·90	68·50	69·60
25	69·25	67·15	66·00	72·00	71·40	70·40	69·50	68·60	68·35	68·75	68·35	70·10
26	69·00	67·85	66·00	72·15	71·40	70·40	69·50	68·60	68·25	68·60	68·15	70·35
27	69·75	67·40	65·90	72·35	71·40	70·35	69·40	68·50	68·25	68·40	68·35	70·50
28	68·40	67·35	65·85	72·25	71·35	70·25	69·40	68·50	68·25	68·35	68·40	70·50
29	68·40	.....	65·85	72·35	71·25	70·35	69·40	68·50	68·25	68·40	68·50	70·60
30	68·35	.....	66·15	72·10	71·15	70·25	69·35	68·35	68·25	68·60	68·65	70·00
31	68·90	..	66·00		71·10	..	69·25	68·25	..	68·35	.....	69·90

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1886.

TABLE No. 462.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·15	69·50	68·60	69·35	73·00	70·85	70·15	69·25	68·50	68·65	68·25	68·60
2	68·85	69·50	68·25	70·65	72·90	70·65	70·10	69·15	68·50	68·50	68·25	68·40
3	68·60	69·50	68·25	71·00	72·90	70·65	70·00	69·15	68·50	68·50	68·25	68·35
4	68·60	69·25	68·85	70·90	72·85	70·75	69·90	69·15	68·40	68·50	68·35	68·35
5	69·40	69·15	69·40	70·65	72·85	70·65	69·85	69·15	68·40	68·40	68·35	68·35
6	70·40	68·85	68·85	70·50	72·75	70·65	69·75	69·15	68·40	68·35	68·35	68·65
7	70·25	69·15	68·90	70·00	72·60	70·65	69·75	69·15	68·40	68·35	68·35	68·85
8	70·15	69·65	68·75	69·50	72·35	70·65	69·65	69·10	68·40	68·40	68·35	69·10
9	70·15	69·65	68·25	69·65	72·35	70·60	69·65	69·10	68·40	68·35	68·35	69·25
10	69·90	68·90	68·15	70·25	72·25	70·50	69·65	69·00	68·25	68·35	68·15	69·00
11	69·65	68·65	68·10	70·60	72·00	70·40	69·50	69·00	68·25	68·40	68·15	68·50
12	69·40	68·60	68·00	70·65	72·10	70·40	69·50	68·90	68·40	68·25	68·15	68·35
13	69·65	68·35	68·00	70·90	72·00	70·35	69·35	68·85	68·40	68·15	68·10	68·15
14	70·25	68·40	68·35	71·35	71·90	70·15	69·25	69·15	68·40	68·10	68·00	68·10
15	70·50	68·65	68·15	71·65	71·90	70·35	69·25	69·00	68·35	68·40	68·00	68·35
16	70·60	69·00	67·85	71·85	71·90	70·35	69·25	68·85	68·15	68·40	68·00	68·35
17	70·85	69·00	67·85	72·15	71·85	70·60	69·10	68·75	68·35	68·40	68·00	68·50
18	70·75	69·15	67·85	72·40	71·75	70·60	69·50	68·65	68·40	68·35	68·50	68·85
19	70·50	69·25	67·85	72·60	71·65	70·60	69·40	68·65	68·40	68·25	68·65	69·15
20	70·50	68·85	67·85	72·65	71·60	70·40	69·40	68·65	68·40	68·25	68·85	69·25
21	70·65	68·60	67·85	72·90	71·50	70·40	69·40	68·75	68·35	68·40	68·85	69·40
22	70·75	68·60	67·60	73·00	71·35	70·15	69·40	68·75	68·25	68·50	68·85	69·15
23	70·65	68·60	68·10	73·15	71·35	70·10	69·40	68·75	68·15	68·35	68·65	68·75
24	70·00	68·50	68·35	73·15	71·25	70·10	69·40	68·50	68·15	68·25	68·85	68·35
25	69·90	68·65	68·40	73·10	71·25	70·10	69·40	68·50	68·15	68·35	68·85	68·35
26	69·75	68·90	68·35	73·10	71·15	70·15	69·10	68·50	68·25	68·35	68·90	68·00
27	69·75	68·65	68·50	73·10	71·00	70·15	69·50	68·50	68·35	68·10	68·65	68·40
28	69·65	68·50	68·65	73·10	71·00	70·15	69·40	68·50	68·40	68·00	68·75	68·60
29	69·10	....	68·40	73·00	71·00	70·15	69·40	68·50	68·35	68·00	68·65	69·00
30	69·35	.....	68·40	73·00	71·00	70·10	69·35	68·50	68·35	68·10	68·65	69·00
31	69·60	.....	68·50	.....	70·90	.....	69·35	68·60	.....	68·00	.....	68·65

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1887.

TABLE No. 463.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·60	68·65	68·60	68·35	72·75	71·10	69·60	68·75	67·90	67·35	67·15	67·15
2	68·50	68·85	69·00	68·00	72·25	71·00	69·90	68·65	67·90	67·35	67·10	66·85
3	68·10	68·40	69·60	68·10	72·40	71·15	69·50	68·65	67·90	67·35	67·10	67·10
4	68·15	68·35	69·50	68·10	72·60	71·10	69·35	68·65	67·90	67·50	67·10	67·10
5	68·50	68·35	69·00	68·00	72·65	71·10	69·35	68·60	67·90	67·50	67·10	67·35
6	68·90	68·90	68·75	68·10	72·75	71·10	69·35	68·60	68·00	67·60	67·10	67·40
7	68·75	69·35	68·75	68·40	72·85	71·00	69·35	68·60	68·00	67·60	67·15	67·25
8	68·35	69·50	69·25	68·65	73·00	70·90	69·35	68·75	68·00	67·60	67·35	67·15
9	68·50	69·15	69·00	68·50	73·15	70·75	69·35	68·65	68·00	67·50	67·10	67·10
10	68·40	69·25	68·60	68·65	73·35	70·65	69·25	68·50	68·00	67·40	66·85	67·00
11	68·00	69·00	68·50	69·90	73·40	70·50	69·15	68·50	68·00	67·40	67·00	67·25
12	68·00	69·15	68·40	71·35	73·35	70·40	69·15	68·50	67·65	67·40	67·15	67·15
13	67·85	68·15	68·40	71·00	73·35	70·40	69·15	68·50	67·75	67·50	67·15	67·25
14	67·85	68·15	68·40	70·60	73·25	70·35	69·15	68·40	67·75	67·50	67·00	67·40
15	67·60	68·90	68·00	70·50	73·15	70·40	69·15	68·40	67·75	67·50	66·85	67·35
16	68·15	69·35	68·25	70·75	73·10	70·35	69·15	68·40	67·60	67·50	67·15	67·40
17	68·40	68·75	68·25	70·85	73·10	70·25	69·10	68·40	67·65	67·35	67·15	67·25
18	68·40	68·50	68·40	70·90	72·90	70·15	69·10	68·35	67·65	67·40	67·15	67·15
19	68·40	68·75	68·25	71·00	72·15	70·10	69·10	68·15	67·65	67·40	67·15	67·15
20	68·50	68·90	68·25	71·10	72·50	70·00	69·10	68·15	67·60	67·35	67·35	67·15
21	68·65	68·65	68·10	71·35	72·35	70·00	69·00	68·15	67·60	67·40	67·15	67·00
22	68·90	68·40	68·00	71·65	72·15	70·00	69·00	68·15	67·60	67·65	67·10	66·90
23	69·00	68·75	68·00	71·85	71·90	70·00	69·10	68·10	67·50	67·65	67·15	66·85
24	69·40	68·40	68·00	72·35	72·00	70·00	69·10	68·10	67·50	67·65	66·90	67·40
25	69·35	68·40	68·15	72·35	71·75	70·00	69·00	68·10	67·40	67·50	66·85	67·65
26	69·60	68·40	68·15	72·35	71·65	69·90	68·90	68·00	67·40	67·35	66·85	67·90
27	69·50	68·60	68·15	72·40	71·65	69·85	68·90	68·00	67·40	67·35	67·00	68·00
28	69·35	68·60	68·15	72·25	71·65	69·65	68·85	68·00	67·40	67·35	67·35	68·15
29	69·15	..	68·00	71·90	71·50	69·60	68·85	68·00	67·40	67·15	67·15	68·25
30	69·35	.	68·00	72·35	71·35	69·60	68·85	68·00	67·35	67·15	67·15	68·25
31	69·65		68·15		71·15	. . .	68·85	67·90		67·35	..	68·15

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1888.

TABLE No. 464.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·25	68·60	66·10	67·65	68·90	71·00	69·65	68·10	67·75	67·15	67·15	67·50
2	67·85	67·00	66·00	67·65	69·15	71·00	69·65	68·10	67·75	67·15	67·15	67·75
3	67·65	67·00	66·15	67·50	69·40	70·75	69·50	68·00	67·65	67·15	67·35	67·65
4	67·85	66·75	66·15	67·50	69·40	70·75	69·40	68·00	67·60	67·15	67·40	67·65
5	68·60	66·75	66·60	67·75	69·60	70·75	69·35	68·10	67·60	67·15	67·40	67·60
6	68·50	66·75	67·00	67·90	69·75	70·75	69·35	67·85	67·50	67·15	67·50	67·50
7	68·50	66·75	67·60	68·40	69·75	70·75	69·25	67·85	67·40	67·35	67·60	67·60
8	68·40	67·10	67·40	68·75	69·75	70·65	69·15	67·85	67·35	67·40	67·50	67·50
9	68·40	67·25	66·85	68·50	69·75	70·50	69·10	67·85	67·50	67·25	67·60	67·40
10	68·50	66·50	66·60	68·15	69·85	70·40	69·00	67·85	67·65	67·25	67·90	67·25
11	68·50	65·75	66·50	68·40	69·90	70·35	69·00	67·85	67·60	67·15	69·25	67·15
12	68·00	65·75	66·50	68·60	70·00	70·35	68·90	67·75	67·50	67·00	69·35	67·15
13	68·10	65·35	65·85	68·60	70·15	70·25	68·85	67·75	67·40	66·85	69·00	67·10
14	68·25	65·90	65·85	68·60	70·40	70·25	68·65	67·75	67·35	67·00	68·75	66·90
15	68·25	65·85	65·85	68·50	70·90	70·15	68·40	67·75	67·25	67·15	68·60	66·85
16	68·15	65·15	66·00	68·35	71·10	70·25	68·40	67·75	67·25	67·00	68·50	68·10
17	68·10	65·50	66·00	68·40	71·40	70·35	68·40	67·75	67·25	67·15	68·40	68·00
18	68·00	65·90	66·15	68·75	71·40	70·35	68·35	67·75	67·25	67·15	68·25	67·65
19	67·75	65·90	66·35	68·65	71·65	70·35	68·40	67·75	67·35	67·00	68·00	67·60
20	68·00	66·00	66·40	68·65	71·75	70·35	68·50	67·75	67·35	67·00	67·85	67·60
21	68·10	66·00	66·50	68·60	71·85	70·35	68·50	67·75	67·40	67·10	67·65	68·00
22	68·10	66·00	66·35	68·65	71·90	70·35	68·40	67·75	67·50	67·15	67·50	68·00
23	68·00	65·85	66·65	68·75	71·90	70·35	68·35	67·65	67·50	67·00	67·35	68·25
24	68·60	65·85	66·85	68·75	71·75	70·35	68·35	67·75	67·50	67·00	67·35	68·75
25	67·90	65·85	66·85	68·60	71·65	70·25	68·35	67·75	67·40	67·10	67·00	68·15
26	67·25	66·40	67·15	68·50	71·50	70·15	68·15	68·00	67·25	67·00	66·90	68·50
27	67·00	66·00	67·15	68·40	71·35	70·10	68·15	68·00	67·50	67·10	66·90	68·50
28	66·65	65·75	67·10	68·40	71·25	69·85	68·10	67·85	67·35	67·25	67·15	68·65
29	66·60	65·75	67·00	68·65	71·15	69·85	68·10	67·85	67·40	67·35	67·35	68·65
30	66·65	.	67·15	68·65	71·15	69·85	68·10	67·65	67·35	67·35	67·40	68·65
31	67·60		67·35	.	71·15	.	68·10	67·65	.	67·10		68·35

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1889.

TABLE No. 465.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·15	68·40	66·85	68·25	70·85	67·85	70·25	69·40	67·90	67·35	66·90	67·10
2	67·90	68·15	66·60	68·15	70·85	69·15	70·15	69·15	67·85	67·40	66·90	67·50
3	67·65	68·50	66·40	68·35	70·65	69·35	70·15	69·15	67·85	67·40	67·15	67·35
4	67·50	68·15	66·35	68·40	70·65	69·65	70·10	69·15	67·75	67·50	67·35	67·15
5	67·35	68·15	66·40	68·15	70·65	70·00	70·00	69·10	67·75	67·50	67·35	66·85
6	67·25	68·25	66·35	68·50	70·60	70·35	70·00	69·00	67·75	67·40	67·35	67·00
7	67·25	68·00	66·50	68·50	70·50	70·40	69·90	68·75	67·75	67·40	67·15	67·35
8	67·60	68·00	66·50	68·60	70·50	70·60	69·85	68·75	67·75	67·35	67·10	67·35
9	67·40	68·75	66·50	69·00	70·35	70·75	69·75	68·65	67·65	67·50	67·10	67·35
10	67·35	68·65	66·75	69·15	70·15	70·90	69·65	68·65	67·50	67·50	67·00	67·85
11	68·50	68·60	66·85	69·35	70·10	71·15	69·65	68·65	67·40	67·35	66·90	68·15
12	68·50	68·40	66·85	69·40	70·00	71·00	69·65	68·50	67·50	67·15	66·75	68·25
13	68·25	68·75	66·85	69·40	69·85	71·00	69·65	68·50	67·35	67·00	66·75	68·00
14	68·25	68·75	66·65	69·35	69·85	71·00	69·65	68·35	67·35	67·00	67·00	67·85
15	67·85	68·75	66·60	69·00	69·60	70·85	69·60	68·40	67·50	67·00	66·90	67·85
16	67·85	68·15	66·40	69·00	69·40	70·75	69·50	68·60	67·10	67·00	66·85	67·60
17	68·15	68·40	66·50	68·85	69·50	70·65	69·40	68·60	67·35	67·00	67·00	67·50
18	68·40	67·90	66·50	68·85	69·50	70·50	69·40	68·50	67·50	67·00	66·65	67·50
19	68·40	67·40	66·50	68·75	69·50	70·35	68·40	68·40	67·65	67·10	66·60	67·50
20	67·90	67·10	66·65	69·00	69·50	70·35	69·50	68·35	67·75	67·10	66·50	67·65
21	67·90	67·15	66·75	69·10	69·50	70·35	69·40	68·25	67·75	67·10	66·85	68·00
22	67·90	67·40	67·15	69·35	69·50	70·15	69·40	68·15	67·65	67·00	67·10	68·15
23	68·40	67·15	67·40	69·25	69·50	70·25	69·35	68·15	67·50	67·00	67·35	67·25
24	68·65	66·65	67·90	69·15	69·50	70·10	69·40	68·15	67·40	66·85	67·40	68·35
25	69·15	67·00	68·15	69·25	69·35	70·10	69·15	68·15	67·50	66·75	67·40	68·40
26	69·15	67·00	68·40	69·25	69·15	70·10	69·15	68·10	67·50	66·65	67·50	68·50
27	68·65	67·00	68·60	69·60	69·15	70·15	69·10	68·00	67·40	66·60	66·85	68·50
28	68·40	67·25	68·50	69·85	69·10	70·15	69·10	68·00	67·40	66·60	66·65	68·40
29	68·15	....	68·40	70·15	69·35	70·15	69·15	68·00	67·40	66·90	67·00	68·10
30	68·00	....	68·40	70·60	69·00	70·35	69·35	68·00	67·25	66·90	67·25	68·50
31	68·35	....	68·65	....	68·90	....	69·25	68·00	....	66·90	.....	68·50

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1890.

TABLE No. 466.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·50	69·40	68·40	69·00	70·90	72·15	70·90	69·40	68·00	68·35	68·10	68·10
2	68·50	69·40	68·50	68·65	71·00	72·15	70·90	69·40	68·90	68·25	68·15	67·90
3	68·90	69·40	68·60	68·75	71·10	72·25	70·90	69·40	68·90	68·25	68·10	67·50
4	68·75	69·15	68·40	68·75	71·15	72·10	70·90	69·40	68·85	68·25	68·15	67·90
5	68·60	69·35	68·90	69·35	71·15	72·35	70·85	69·35	68·75	68·25	68·15	67·90
6	68·75	69·00	68·75	69·65	71·35	72·40	70·75	69·50	68·65	68·15	68·10	68·35
7	68·75	69·00	68·85	70·10	71·65	72·40	70·65	69·40	68·65	68·15	68·10	68·65
8	69·15	69·00	68·75	70·10	71·85	72·40	70·65	69·35	68·65	68·25	68·10	68·90
9	69·15	69·10	69·15	70·15	71·85	72·40	70·50	69·25	68·60	68·25	68·15	68·60
10	68·60	69·15	68·90	70·35	71·85	72·15	70·40	69·15	68·50	68·15	68·15	68·60
11	68·00	69·15	68·90	70·40	71·85	72·00	70·40	69·00	68·65	68·15	68·15	68·35
12	68·15	69·00	68·40	70·50	71·75	71·85	70·40	68·90	68·85	68·15	68·25	68·10
13	68·65	69·15	68·60	70·60	71·75	71·85	70·35	68·90	69·00	68·15	68·25	68·15
14	69·00	69·00	69·25	70·60	71·65	71·85	70·35	68·90	69·25	68·15	68·15	68·15
15	70·00	68·65	69·40	70·90	71·65	72·00	70·15	68·90	69·35	68·15	68·10	68·60
16	70·10	68·15	69·40	71·00	71·65	72·15	70·10	68·85	69·40	68·15	68·15	68·60
17	69·50	68·40	68·85	70·85	71·65	72·25	70·10	68·75	69·15	68·10	68·15	69·15
18	69·50	68·40	69·15	70·85	71·60	72·25	70·00	68·75	69·10	68·50	68·15	69·15
19	69·75	68·40	69·15	70·75	71·50	72·35	70·00	68·65	68·90	68·35	68·40	69·15
20	69·15	68·35	69·00	70·60	71·90	72·15	69·85	68·65	68·90	68·15	68·90	69·00
21	69·75	68·15	68·85	70·65	72·00	72·10	69·65	68·65	68·85	68·15	68·85	69·50
22	70·10	68·00	68·75	70·65	72·15	71·85	69·65	68·65	68·75	68·15	68·75	69·60
23	70·25	68·90	68·90	70·65	72·25	71·75	69·65	68·65	68·75	68·15	68·65	69·90
24	70·25	69·00	68·75	70·40	72·25	71·75	69·65	68·65	68·65	68·10	68·60	69·90
25	70·15	68·60	68·85	70·40	71·90	71·65	69·60	68·65	68·60	68·00	68·40	69·65
26	70·40	68·35	68·75	70·40	71·90	71·40	69·60	68·75	68·50	68·00	68·60	69·35
27	70·15	68·40	68·90	70·60	71·85	71·15	69·50	68·75	68·50	68·00	68·40	69·10
28	69·50	68.60	69·00	70·60	71·90	71·15	69·50	68·65	68·50	68·00	68·15	69·00
29	69·15	.....	68·65	70·60	71·90	71·10	69·50	68·65	68·40	68·00	68·15	68·85
30	69·15	.....	68·65	70·75	72·00	71·10	69·50	68·75	68·35	68·00	68·25	68·90
31	69·15	....	68·75	....	72·15	....	69·50	68·65	.....	68·00	.....	68·75

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1891.

TABLE No. 467.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·00	67·75	69·15	70·40	72·00	70·00	68·40	68·40	67·85	67·10	67·00	67·35
2	68·75	67·25	69·15	70·40	72·00	69·90	68·40	68·50	67·85	67·10	66·75	67·40
3	68·75	67·35	68·85	70·40	72·15	69·85	68·40	68·40	67·85	67·85	66·50	67·40
4	68·75	67·40	68·85	70·40	72·15	69·65	68·35	68·40	67·85	67·85	66·40	67·25
5	69·15	67·50	68·75	70·35	72·10	69·60	68·60	68·35	67·65	67·85	66·40	67·75
6	69·75	67·40	68·40	70·35	72·00	69·50	68·65	68·25	67·65	67·85	66·25	67·85
7	69·50	68·10	68·35	70·25	72·00	69·50	68·50	68·25	67·75	66·85	66·15	67·75
8	69·40	68·15	68·35	70·15	71·90	69·50	68·40	68·25	67·75	66·75	66·10	67·75
9	69·60	68·15	67·85	69·90	71·85	69·40	68·35	68·25	67·65	66·85	66·10	67·75
10	69·60	68·35	68·10	69·75	71·65	69·40	68·35	68·25	67·60	66·75	66·10	67·75
11	69·65	68·35	68·60	69·75	71·60	69·25	68·35	68·25	67·60	66·75	66·35	67·75
12	69·50	68·35	68·60	70·10	71·50	69·15	68·25	68·15	67·50	66·75	66·35	67·65
13	68·75	68·40	68·85	70·35	71·50	69·15	68·25	68·15	67·60	66·65	66·35	67·65
14	68·40	68·35	69·15	70·50	71·40	69·15	68·25	68·10	67·60	66·60	66·35	67·50
15	68·65	68·15	69·10	70·40	71·35	69·15	68·25	68·00	67·50	66·75	66·25	67·35
16	68·75	68·15	69·00	70·60	71·35	69·10	68·25	68·00	67·50	66·85	66·25	67·25
17	68·40	67·85	69·10	71·10	71·35	69·10	68·25	68·00	67·50	66·85	66·60	67·15
18	68·75	67·75	69·15	71·15	71·15	68·90	68·35	68·00	67·35	66·85	66·65	67·00
19	69·15	67·65	68·75	71·15	71·00	68·85	68·40	67·90	67·35	66·65	66·60	67·10
20	69·00	67·75	68·60	71·35	70·90	68·75	68·35	67·90	67·35	66·65	66·60	67·75
21	68·90	68·15	68·40	71·50	70·90	68·65	68·35	67·85	67·35	66·75	66·50	67·65
22	68·90	68·35	68·40	71·50	70·75	68·75	68·35	67·85	67·35	66·75	66·50	67·40
23	68·50	68·15	68·50	71·75	70·65	68·85	68·35	68·10	67·35	66·65	66·50	67·25
24	67·75	68·35	69·40	71·75	70·60	68·85	68·50	68·15	67·35	66·65	67·25	67·15
25	67·75	68·40	70·15	71·85	70·50	68·75	68·40	68·15	67·25	66·65	67·35	67·15
26	67·40	68·60	70·50	71·90	70·50	68·65	68·40	68·15	67·25	66·65	67·50	67·25
27	67·40	69·40	70·40	72·00	70·60	68·60	68·40	68·15	67·25	66·60	67·50	67·60
28	67·50	69·35	70·25	72·25	70·40	68·50	68·50	68·00	67·15	66·50	67·40	67·35
29	68·35	.....	70·15	72·15	70·35	68·40	68·50	67·90	67·15	66·40	67·40	67·35
30	68·50	.....	70·25	72·10	70·25	68·40	68·50	67·85	67·15	66·50	67·40	67·35
31	68·00	.	70·40		70·15		68·60	67·85		66·60	.	67·25

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1892.

TABLE No. 468.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	67·15	67·90	66·10	66·35	67·90	68·65	69·90	68·00	68·15	67·60	67·00	67·35
2	67·50	67·40	66·25	66·65	67·90	68·65	69·90	68·00	68·00	67·50	67·00	67·15
3	67·65	67·15	66·25	67·35	67·90	68·50	69·90	68·10	68·00	67·35	67·00	67·50
4	67·35	66·85	66·40	68·85	68·10	68·35	70·00	68·00	67·90	67·35	67·40	67·50
5	67·15	66·65	66·15	69·25	68·10	68·50	70·00	68·00	67·85	67·35	67·40	67·50
6	67·15	66·60	66·35	70·25	68·10	68·65	69·90	68·00	67·65	67·25	67·40	67·50
7	67·35	67·00	66·15	70·40	68·10	68·65	69·75	68·00	67·60	67·40	67·15	67·35
8	67·50	67·00	65·90	70·35	68·00	68·65	69·90	68·00	67·50	67·40	67·65	67·15
9	68·00	66·65	65·75	70·15	68·00	68·65	69·40	68·00	67·50	67·35	67·50	67·35
10	68·65	66·75	65·65	70·00	68·00	68·60	69·25	68·15	67·50	67·35	67·50	67·35
11	68·75	66·60	65·65	69·85	68·10	68·65	69·15	68·15	67·50	67·35	67·40	67·65
12	69·00	66·60	65·65	69·35	68·10	68·65	69·10	68·35	67·50	67·35	67·35	67·75
13	68·15	66·40	66·00	69·10	68·15	68·65	69·00	68·10	67·60	67·15	67·15	67·50
14	67·75	66·40	66·25	68·85	68·15	68·65	68·90	68·50	67·75	67·15	67·15	67·40
15	67·75	66·35	66·65	68·60	68·25	68·65	68·85	68·50	67·65	67·15	67·10	67·40
16	68·15	66·25	66·50	68·50	68·25	68·65	68·75	68·50	67·65	67·15	67·00	67·10
17	68·75	66·40	66·15	68·25	68·40	68·40	68·65	68·40	67·60	67·10	67·25	67·35
18	69·25	66·50	66·10	68·15	68·35	68·35	68·60	68·35	67·50	67·00	67·40	67·15
19	69·10	66·35	66·00	68·10	68·10	68·35	68·50	68·15	67·50	67·15	67·90	67·35
20	68·75	66·15	65·75	68·00	68·10	69·00	68·40	68·00	67·50	67·15	68·00	67·35
21	68·75	65·85	66·00	67·85	68·00	70·10	68·35	68·00	67·35	67·15	68·15	67·15
22	68·65	65·75	66·00	67·65	68·15	70·35	68·35	68·00	67·35	67·15	68·35	67·00
23	68·65	65·60	65·85	67·65	68·25	69·85	68·35	68·00	67·35	67·15	68·25	67·00
24	68·65	65·50	65·75	67·75	68·65	69·50	68·35	67·85	67·40	67·10	68·00	67·00
25	68·60	65·40	65·75	67·85	68·65	69·50	68·40	67·75	67·50	67·00	67·75	67·15
26	68·35	65·35	66·00	67·85	68·65	69·40	68·40	68·40	67·60	67·00	67·75	67·15
27	67·90	65·40	66·00	67·75	68·65	69·15	68·25	69·15	67·65	67·00	67·40	67·15
28	67·75	65·40	66·00	67·85	68·65	69·50	68·15	69·15	67·65	67·00	67·40	67·35
29	67·65	65·60	66·00	67·85	68·75	69·75	68·10	68·85	67·65	67·00	67·10	67·60
30	67·65	. . .	66·00	68·10	68·75	69·75	68·10	68·85	67·65	66·90	67·00	68·50
31	67·65		66·25		68·75		68·10	68·35		66·90	. .	68·65

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1893.

TABLE No. 469.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	67·90	65·40	64·50	67·00	68·85	71·25	69·10	67·90	68·75	66·60	66·60	66·40
2	67·75	65·50	64·60	67·00	68·65	71·15	69·00	67·90	68·50	66·60	66·60	66·35
3	66·85	65·40	64·60	67·40	68·90	70·90	69·00	67·85	68·15	66·60	66·90	66·15
4	66·60	65·35	64·85	67·40	69·10	70·90	68·90	67·85	68·10	66·60	66·65	66·00
5	66·90	65·60	65·00	67·25	69·90	70·90	68·85	67·75	67·65	66·60	66·60	66·90
6	66·90	65·60	64·75	67·50	70·75	70·90	68·85	67·75	67·50	66·65	66·60	66·50
7	66·90	65·60	64·90	67·40	70·85	70·90	68·85	67·75	67·50	66·65	66·50	66·60
8	67·15	65·65	64·85	67·35	70·85	70·90	68·75	67·65	67·40	66·65	66·35	66·65
9	67·25	65·85	64·90	67·50	70·85	70·90	68·65	67·60	67·35	66·65	66·35	66·15
10	67·25	66·25	64·90	67·85	70·75	70·90	68·65	67·60	67·25	66·60	66·35	66·25
11	66·90	65·90	64·90	67·85	70·65	70·90	68·65	67·35	67·00	66·50	66·25	66·60
12	66·65	65·60	65·10	67·90	70·60	70·90	68·60	67·35	67·00	66·40	66·15	66·50
13	67·15	65·50	65·40	67·90	70·50	70·60	68·50	67·25	66·85	66·40	66·15	66·35
14	68·00	65·35	65·75	68·15	70·40	70·50	68·35	67·25	66·85	66·90	66·35	66·50
15	67·60	64·90	65·75	68·00	70·65	70·35	68·40	67·15	67·00	66·90	66·40	66·90
16	67·50	64·85	65·40	68·00	70·65	70·25	68·35	67·15	67·00	66·75	66·40	66·85
17	67·50	64·90	65·65	68·00	70·65	70·25	68·35	67·15	67·10	66·65	66·50	66·90
18	67·50	65·10	65·60	68·15	71·10	70·15	68·35	67·10	67·10	66·50	66·60	67·25
19	67·35	65·35	65·65	68·50	71·85	69·90	68·35	67·10	67·10	66·40	66·35	67·60
20	67·00	65·15	65·65	68·25	72·10	69·85	68·35	67·00	67·15	66·40	66·25	67·60
21	66·90	64·85	65·65	66·40	72·25	69·65	68·35	67·00	67·15	66·40	66·25	67·65
22	67·10	64·90	65·75	66·40	72·25	69·50	68·25	67·00	67·00	66·50	66·35	68·10
23	67·10	65·15	65·90	66·85	72·50	69·65	68·25	67·00	67·00	66·50	66·35	66·90
24	67·00	65·25	66·15	66·85	72·50	69·50	68·25	67·10	67·00	66·50	66·35	67·00
25	66·60	65·25	65·90	68·75	72·50	69·40	68·25	67·35	67·90	66·40	66·15	67·35
26	66·75	65·50	66·40	68·75	72·50	69·35	68·15	67·15	66·90	66·35	66·00	67·60
27	66·40	65·40	66·50	68·65	71·85	69·35	68·15	67·65	66·90	66·50	65·85	68·10
28	66·40	65·15	66·90	68·65	71·85	69·35	68·15	67·85	66·85	66·65	65·85	68·85
29	66·35	.....	66·65	68·65	71·65	69·35	68·00	68·35	66·65	66·65	66·25	68·00
30	66·25	.....	66·75	68·65	71·50	69·25	68·00	68·85	66·60	66·65	66·60	68·10
31	66·25	.....	66·75	.....	71·35	..	67·90	68·85	....	66·60	...	67·60

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1894.

TABLE No. 470.

Day o the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	67·60	67·85	65·35	68·25	70·35	69·35	68·65	67·35	66·35	66·10	66·35	65·65
2	67·60	67·90	64·90	68·25	70·35	69·35	68·65	67·25	66·40	66·10	66·35	65·90
3	68·00	68·00	64·90	68·15	70·15	69·35	68·60	67·15	66·35	66·10	66·50	65·90
4	68·40	68·15	64·90	68·00	70·15	69·60	68·40	67·15	66·15	66·15	66·85	65·85
5	68·50	68·00	65·15	67·85	70·15	69·50	68·85	67·15	66·15	66·15	66·85	65·85
6	68·35	67·85	65·15	68·00	70·60	69·50	68·65	67·15	66·15	66·15	66·85	65·85
7	68·40	67·75	66·60	67·85	70·65	69·50	68·65	67·10	66·15	66·25	66·65	65·85
8	69·15	66·85	67·50	67·85	70·65	69·35	68·60	67·00	66·10	66·25	66·60	65·60
9	68·40	66·00	67·65	67·85	70·50	69·15	68·50	67·00	66·35	66·25	66·50	65·40
10	68·15	65·90	67·65	67·75	70·35	69·00	68·50	66·90	66·35	66·35	66·50	65·50
11	68·00	65·85	67·90	67·60	70·15	68·85	68·35	66·90	66·25	66·35	66·50	65·65
12	67·85	65·60	68·15	67·60	70·15	68·85	68·35	66·85	66·15	66·35	66·50	65·75
13	67·85	65·60	68·15	67·60	70·10	68·85	68·35	66·85	66·10	66·40	66·50	66·00
14	68·00	65·60	68·65	67·60	69·85	68·65	68·35	66·75	66·00	66·50	66·65	66·40
15	68·15	65·85	68·65	67·85	69·65	68·65	68·35	66·75	66·00	66·50	66·65	66·40
16	68·40	66·00	68·60	67·85	69·50	68·75	68·15	66·75	66·15	66·50	66·65	66·40
17	68·00	66·00	68·50	67·85	69·35	68·75	67·35	66·60	66·15	66·65	66·90	66·50
18	67·85	66·15	68·40	67·90	69·35	68·85	67·85	66·50	66·15	66·65	66·65	66·50
19	67·85	66·25	68·40	69·00	69·00	68·85	67·75	66·40	66·00	66·50	66·50	66·15
20	67·85	66·00	68·90	69·00	68·85	68·85	67·75	66·35	66·00	66·35	66·50	66·25
21	67·85	65·60	68·85	69·00	68·65	68·85	67·85	66·60	66·00	66·35	66·35	66·15
22	67·85	65·75	69·00	69·00	69·15	68·85	67·85	66·50	66·15	66·35	66·35	66·15
23	67·75	65·90	69·00	69·15	69·15	68·85	67·50	66·50	66·35	66·35	66·40	66·00
24	67·65	65·35	69·00	69·60	69·15	68·85	67·50	66·50	66·35	66·40	66·40	66·00
25	67·15	65·65	68·90	69·65	69·15	68·85	67·50	66·50	66·35	66·40	66·25	66·00
26	67·00	66·10	68·90	69·85	69·35	68·85	67·50	66·50	66·35	66·40	66·25	66·65
27	67·50	66·25	68·90	70·10	69·35	68·75	67·50	68·60	66·35	66·40	66·25	65·15
28	67·50	65·75	68·85	70·15	69·35	68·75	67·50	66·60	66·35	66·40	66·00	65·15
29	67·50	.....	68·65	70·35	69·35	69·00	67·50	66·15	66·15	66·35	65·65	65·40
30	67·50	.....	68·35	70·15	69·35	69·00	67·40	66·10	66·15	66·35	65·65	66·40
31	67·50	...	68·25		69·35	..	67·35	66·00	....	66·35	....	67·10

Elevations of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1895.

Table No. 471.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	67·75	66·60	61·50	65·35	68·60	67·75	66·85	65·85	65·60	66·15	65·40	65·85
2	67·75	66·60	61·50	65·50	68·60	67·85	66·65	65·75	65·60	66·10	65·40	65·75
3	68·00	66·65	61·50	65·50	68·65	67·90	66·60	65·65	65·35	66·00	65·40	66·00
4	68·00	66·65	61·25	65·75	68·65	67·90	66·50	65·65	65·35	65·90	65·25	65·85
5	67·75	66·65	61·00	65·85	68·60	67·90	66·40	65·60	65·40	65·75	65·25	66·15
6	67·75	65·85	61·25	66·00	68·65	67·90	66·35	65·50	65·35	65·75	65·25	66·15
7	67·75	65·25	61·85	66·15	68·65	67·75	66·25	65·65	65·25	65·60	65·25	66·15
8	67·75	64·85	61·65	66·50	68·60	67·85	66·25	65·65	65·25	65·90	65·15	66·25
9	67·75	65·25	61·65	67·00	68·90	67·85	66·35	65·60	65·25	65·65	65·10	66·15
10	67·75	65·60	61·50	68·50	69·00	67·85	66·15	65·60	65·15	65·65	65·50	66·00
11	67·50	65·85	61·85	68·15	69·10	67·75	66·00	65·60	65·25	65·50	66·50	65·85
12	67·15	65·50	61·65	68·50	69·15	67·90	65·90	65·60	65·25	65·65	65·50	65·85
13	66·85	65·15	61·65	68·15	69·15	67·75	65·90	65·60	65·15	65·50	65·50	66·10
14	65·90	64·65	61·50	68·50	69·00	67·75	65·90	65·60	65·15	65·40	65·50	66·85
15	65·65	64·85	64·10	68·65	68·85	67·65	65·90	65·60	65·15	65·40	65·60	67·65
16	65·65	64·85	64·75	69·25	68·85	67·65	65·85	65·60	65·00	65·35	65·65	67·65
17	65·90	64·75	64·85	69·25	68·85	67·60	65·85	65·50	65·00	65·50	65·75	67·65
18	65·90	64·65	64·90	68·90	68·65	67·50	65·85	65·65	65·00	65·60	65·65	67·65
19	66·25	64·50	64·90	68·50	68·65	67·50	65·75	65·60	65·00	65·60	65·65	66·75
20	66·75	64·40	64·90	68·65	68·60	67·50	65·65	65·65	64·90	65·75	65·75	66·15
21	67·35	64·85	64·85	68·60	68·40	67·40	65·65	65·65	64·90	65·65	65·40	65·90
22	67·35	64·85	64·65	68·65	68·35	67·35	65·65	65·75	64·90	65·65	65·25	66·15
23	67·50	64·90	64·50	68·75	68·25	67·25	65·65	65·75	65·50	65·60	65·15	66·40
24	66·15	65·15	64·65	68·85	68·15	67·25	65·65	65·90	65·15	65·60	65·15	66·75
25	66·60	65·15	64·60	68·90	68·10	67·10	65·65	66·00	65·00	65·60	65·15	66·75
26	66·60	64·75	64·85	69·00	68·00	67·00	65·50	65·65	65·00	65·60	66·25	66·60
27	66·75	64·75	65·15	68·90	67·85	67·00	65·50	65·65	65·00	65·40	66·25	66·90
28	66·50	64·75	65·50	68·85	67·75	67·00	65·60	65·60	65·00	65·65	66·25	67·60
29	66·50		65·60	68·75	67·75	67·00	65·50	65·60	64·85	65·60	66·25	67·85
30	66·50		65·65	68·65	67·65	66·90	65·65	65·65	65·00	65·60	66·35	67·75
31	66·50				67·60		66·00	65·65		65·35		68·75

Elevations of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1896.

Table No. 472.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·00	68·85	66·90	67·10	70·65	69·00	67·85	67·15	66·60	66·25	66·35	67·60
2	69·35	68·85	66·75	67·60	70·50	69·00	67·85	67·15	66·60	66·15	66·25	67·40
3	69·35	68·90	66·85	68·00	70·50	68·85	67·85	67·15	66·50	66·25	66·10	67·25
4	68·65	68·65	66·85	68·00	70·65	68·65	67·50	67·15	66·50	66·25	66·00	67·25
5	67·10	68·15	66·85	68·00	70·60	68·60	67·50	67·15	66·40	66·10	66·15	67·35
6	66·60	68·15	66·90	67·75	70·50	68·65	67·50	67·15	66·40	66·00	66·65	67·35
7	67·25	67·90	66·90	67·75	70·35	68·85	67·50	67·15	66·75	66·25	66·65	67·35
8	67·25	67·35	66·90	67·75	70·40	68·85	67·65	67·15	66·65	66·35	67·00	67·25
9	67·25	67·40	66·90	67·85	70·35	68·90	67·60	67·10	66·50	66·50	66·90	67·15
10	68·25	67·10	67·00	68·35	70·35	69·00	67·60	67·00	66·50	66·35	66·90	67·10
11	68·60	67·65	67·40	68·85	70·35	69·00	67·60	67·00	66·35	66·00	66·90	67·10
12	68·85	67·35	67·15	69·40	70·25	69·00	67·60	67·00	66·35	66·00	67·10	67·00
13	69·10	67·40	67·15	69·90	70·10	68·90	67·60	66·90	66·15	66·00	67·00	67·00
14	69·15	67·40	67·35	70·65	69·90	68·90	67·65	66·85	66·15	66·10	67·15	67·00
15	68·90	67·35	67·00	71·25	70·00	68·85	67·60	66·75	66·15	66·15	67·35	66·90
16	68·75	67·50	66·85	71·65	70·00	68·75	67·60	66·85	66·10	66·25	65·15	66·60
17	69·15	67·50	66·50	71·85	69·90	68·65	67·40	67·10	66·10	66·15	67·15	66·65
18	69·15	67·40	66·50	72·00	69·85	68·65	67·40	66·90	66·15	66·15	67·15	66·85
19	69·00	67·40	66·35	72·00	69·75	68·60	67·40	66·85	66·15	66·15	67·25	67·00
20	68·90	67·60	66·10	71·90	69·50	68·50	67·40	66·85	66·10	66·15	67·15	66·85
21	68·60	67·60	65·85	71·90	69·50	68·40	67·50	66·85	66·35	66·35	67·15	67·25
22	68·15	67·60	66·10	71·90	69·35	68·50	67·50	66·85	66·25	66·15	67·15	67·75
23	67·85	67·60	65·65	71·90	69·25	68·25	67·50	66·85	66·25	66·25	67·25	67·75
24	67·85	68·10	65·75	71·85	69·15	68·10	67·35	66·85	66·25	66·35	67·25	67·75
25	67·90	68·00	65·90	71·65	69·00	68·10	67·40	66·85	66·25	66·40	67·25	67·90
26	68·15	67·65	65·90	71·50	69·00	68·10	67·35	66·65	66·25	66·35	67·25	68·25
27	68·25	67·75	65·75	71·50	69·00	68·10	67·35	66·65	66·10	66·25	67·25	68·75
28	68·35	67·65	65·75	71·35	68·90	68·00	67·35	66·65	66·35	66·10	67·65	68·40
29	68·35	67·35	66·15	71·15	69·00	68·00	67·25	66·85	66·15	66·10	67·65	67·40
30	68·75		66·10	71·00	69·00	67·90	67·15	66·60	66·25	66·10	67·65	67·10
31	68·85		66·15		69·00		67·15	66·60		66·35		66·65

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1897.

TABLE No. 473.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	66·85	68·10	66·00	68·35	70·85	70·65	68·75	68·35	67·40	66·40	66·00	66·60
2	67·00	67·60	66·15	68·35	70·85	70·40	68·65	68·35	67·40	66·40	65·85	66·75
3	67·10	66·90	66·15	68·35	70·90	70·00	68·65	68·15	67·35	66·35	66·00	66·50
4	66·50	66·85	65·90	68·35	71·15	70·00	68·60	68·00	67·25	66·35	66·10	66·60
5	66·40	67·00	66·10	68·35	71·25	70·00	68·50	67·90	67·25	66·35	66·15	66·60
6	66·50	67·15	66·00	68·60	71·35	70·00	68·50	67·85	67·15	66·40	66·50	66·40
7	66·50	67·65	65·90	68·60	71·35	69·90	68·40	67·85	67·15	66·35	66·60	66·40
8	67·10	66·15	65·65	68·75	71·10	69·85	68·35	67·75	67·15	66·35	66·60	66·40
9	67·40	66·15	65·75	68·60	71·10	69·85	68·25	67·75	67·15	66·35	66·10	66·50
10	67·85	66·15	65·85	68·40	71·10	69·85	68·15	67·65	67·15	66·15	66·35	66·60
11	67·75	66·15	65·90	68·35	71·00	69·85	68·10	67·60	67·10	66·10	66·35	66·50
12	67·75	66·10	66·40	68·35	71·00	69·85	68·25	67·65	67·10	66·35	66·35	66·65
13	67·65	66·00	66·25	68·35	70·90	69·85	68·25	67·65	67·00	66·35	66·90	66·75
14	67·85	66·35	66·40	68·35	70·85	69·85	68·25	67·65	66·90	66·35	66·75	66·65
15	67·75	66·85	66·25	68·35	70·65	69·85	68·15	67·75	66·90	66·65	66·35	67·00
16	67·90	66·90	66·40	68·35	70·60	69·85	68·15	67·85	66·90	66·40	66·35	67·60
17	67·90	66·40	66·85	68·50	70·50	69·75	68·10	67·85	66·85	66·35	66·40	67·75
18	66·90	66·15	66·75	68·75	70·40	69·75	67·90	67·85	66·85	66·35	66·40	67·65
19	66·40	65·90	66·35	69·35	70·35	69·65	67·85	67·85	66·75	66·35	66·40	67·40
20	66·15	65·90	66·40	69·15	70·35	69·60	67·85	67·75	66·65	66·00	66·35	67·25
21	66·75	65·90	66·65	69·15	70·40	69·50	67·85	67·65	66·60	66·00	66·35	67·35
22	66·85	66·15	67·15	69·00	70·50	69·40	67·85	67·60	66·50	65·90	66·25	67·40
23	66·75	66·00	67·35	69·00	70·60	69·35	67·35	67·50	66·60	66·10	66·25	67·50
24	66·90	66·00	67·85	69·00	70·65	69·25	67·75	67·40	66·65	66·15	66·35	67·35
25	66·65	66·00	67·75	69·00	70·65	69·15	67·65	67·50	66·65	66·15	66·35	67·15
26	66·60	66·10	67·85	69·15	70·75	69·15	67·60	67·50	66·65	66·15	66·40	67·35
27	67·00	66·00	67·85	69·50	70·75	69·10	67·90	67·50	66·65	66·15	66·60	68·00
28	67·75	66·10	67·90	70·15	70·65	68·90	67·90	67·50	66·65	66·10	66·75	67·90
29	67·85	.....	67·90	70·50	71·00	68·85	68·10	67·50	66·40	66·15	66·65	68·50
30	67·65	.....	68·10	70·85	71·00	68·75	68·15	67·50	66·35	66·15	66·65	68·40
31	67·75	.....	68·15	.....	71·00	.....	68·25	67·40	.....	66·10	.....	68·00

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1898.

TABLE No. 474.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug	Sept.	Oct.	Nov.	Dec.
1	68·00	67·65	67·00	70·15	69·30	69·50	69·10	67·50	67·25	67·00	67·75	67·00
2	67·40	47·35	67·00	69·85	69·25	69·40	69·10	67·50	67·15	66·90	67·75	67·15
3	67·65	67·35	67·15	69·75	69·00	69·35	69·00	67·60	67·10	66·85	67·75	67·25
4	67·85	67·65	67·15	69·65	69·15	69·35	69·00	67·65	67·00	66·85	67·75	67·00
5	67·90	68·15	67·00	69·40	69·15	69·35	68·85	67·65	67·00	66·85	67·85	66·60
6	68·25	68·50	67·00	69·50	69·15	69·10	68·85	67·65	67·00	66·85	67·90	67·35
7	67·75	68·35	67·00	69·40	69·15	69·15	68·75	67·65	67·00	66·75	67·90	67·25
8	67·50	67·85	66·90	69·25	69·25	69·10	68·75	67·60	67·00	66·75	67·65	67·35
9	67·10	67·65	66·75	69·15	69·00	69·00	68·75	67·50	67·10	66·75	67·50	67·35
10	67·35	67·40	66·75	69·10	68·90	69·00	68·65	67·50	67·25	66·65	67·25	67·35
11	67·40	66·85	66·75	69·00	68·90	68·90	68·60	67·50	67·40	66·65	67·15	67·65
12	67·75	66·75	67·00	68·90	69·10	68·90	68·50	67·40	67·00	66·65	67·10	67·65
13	67·90	67·00	68·40	68·85	69·10	68·90	68·35	67·40	67·00	66·65	67·25	67·50
14	68·60	67·40	69·65	68·65	69·10	68·90	68·15	67·40	66·90	66·60	67·25	67·65
15	68·65	67·60	70·65	68·60	69·10	68·90	68·10	67·40	66·90	66·60	67·25	67·40
16	68·50	67·35	70·75	68·60	69·00	68·85	68·00	67·40	66·90	67·00	67·50	67·40
17	68·50	66·50	70·40	68·65	69·00	68·85	68·00	67·40	66·90	66·75	67·50	67·75
18	68·50	66·60	71·00	68·65	69·00	68·90	68·00	67·50	66·90	66·90	67·50	67·75
19	68·40	67·00	71·00	68·85	69·00	68·85	68·00	67·50	66·90	67·00	67·50	67·65
20	68·00	67·50	71·00	68·90	68·90	68·75	67·90	67·40	66·90	67·40	67·85	68·10
21	68·00	67·00	70·90	69·00	68·90	68·75	67·90	67·40	66·85	67·40	67·65	68·15
22	68·15	66·75	70·65	69·15	68·90	68·75	67·90	67·35	66·85	67·40	67·60	68·10
23	68·15	67·00	70·65	69·25	68·90	68·75	67·85	67·25	66·85	67·60	67·60	67·50
24	68·25	67·50	69·90	69·15	69·00	68·75	67·85	67·25	66·90	67·65	67·60	67·40
25	68·35	67·25	69·65	69·10	69·00	68·65	67·85	67·25	67·00	67·60	67·65	67·90
26	68·50	67·35	69·75	69·00	69·15	68·85	67·85	67·25	67·10	68·00	67·90	68·15
27	68·15	67·35	69·65	69·15	69·15	68·85	67·75	67·25	67·15	68·25	67·35	67·85
28	68·25	67·00	69·85	69·15	69·15	68·85	67·75	67·25	67·15	67·65	67·15	67·40
29	68·25	.....	70·15	69·15	69·50	68·85	67·65	67·25	67·00	67·65	67·15	67·15
30	67·90	.....	70·35	69·25	69·60	68·90	67·65	67·25	66·90	67·75	67·15	67·60
31	67·65	.....	70·25	.....	69·50	.....	67·60	67·25	.....	67·65	.....	67·75

SESSIONAL PAPER No. 19a

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1899.

TABLE No. 175.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·15	68·15	66·75	67·65	71·35	71·35	68·75	68·00	66·65	67·00	66·90	66·35
2	68·65	67·90	66·90	67·50	71·40	71·40	68·65	68·00	68·85	67·00	67·00	66·50
3	68·60	68·10	66·75	67·50	71·40	71·40	68·60	68·00	66·85	67·00	67·00	66·50
4	68·60	68·25	66·75	67·50	71·90	72·00	68·60	67·90	66·75	67·10	67·00	66·50
5	68·35	68·25	66·65	67·40	72·10	72·00	68·50	67·85	66·75	67·10	67·10	66·60
6	68·25	67·90	66·65	67·35	72·10	72·10	68·50	67·85	66·60	67·10	67·10	66·40
7	68·00	67·85	66·85	67·60	72·40	72·40	68·50	67·75	66·60	67·10	66·90	66·50
8	67·85	67·75	67·00	68·00	72·25	72·25	68·40	67·65	66·60	67·10	66·85	66·65
9	67·65	67·35	67·10	68·65	72·35	72·35	68·25	67·75	66·60	66·90	66·85	66·60
10	67·40	67·10	67·15	68·85	72·35	72·35	68·90	67·50	66·60	66·85	66·85	66·65
11	66·85	67·40	67·00	68·90	71·90	71·90	69·00	67·35	66·60	66·85	66·65	66·60
12	67·25	67·35	66·90	68·90	71·90	71·90	69·00	67·35	66·50	66·75	66·50	66·60
13	67·40	67·40	66·90	69·15	71·85	71·85	68·90	67·35	66·50	66·75	66·50	67·10
14	67·75	67·75	67·25	69·35	71·85	71·85	68·90	67·15	66·50	66·65	66·50	67·40
15	68·10	67·75	67·25	69·85	71·75	71·75	68·85	67·10	66·40	66·65	66·50	67·50
16	67·85	67·90	67·75	70·15	71·65	71·65	68·75	67·10	66·40	66·50	66·50	67·00
17	67·50	66·90	67·75	70·60	71·35	71·35	68·65	67·00	66·40	66·50	66·50	67·15
18	67·10	66·40	67·35	70·60	71·10	71·10	68·65	67·00	66·40	66·65	66·50	67·25
19	67·25	66·35	67·40	70·40	70·90	70·90	68·60	67·00	66·40	66·65	66·50	67·35
20	67·90	66·25	67·00	70·60	70·75	70·75	68·50	66·90	66·40	66·65	66·65	67·10
21	68·75	66·25	67·00	70·60	70·65	70·65	68·40	67·00	66·40	66·60	66·65	67·10
22	67·90	66·35	67·25	70·75	70·60	70·60	68·35	67·10	66·40	66·60	66·50	67·75
23	67·65	66·40	67·25	70·85	70·50	70·50	68·25	67·00	66·40	66·50	66·50	67·75
24	67·50	66·50	67·60	70·90	70·40	70·35	68·10	67·00	66·40	66·50	66·50	67·50
25	67·35	67·00	67·40	71·00	70·25	70·25	68·10	66·90	66·50	66·50	66·50	67·75
26	67·35	67·40	67·00	70·90	70·15	70·15	68·10	66·90	66·60	66·50	66·40	67·75
27	67·65	67·40	67·00	70·85	70·10	70·10	68·10	66·90	66·75	66·10	66·40	67·65
28	67·35	66·85	67·10	71·10	70·10	70·10	68·00	66·75	66·65	66·40	66·40	67·50
29	68·10	...	67·10	71·35	70·00	70·00	68·00	66·85	66·65	66·65	66·10	67·75
30	67·90	.....	67·15	71·35	70·35	70·35	68·10	66·85	66·85	66·65	66·40	67·15
31	68·00	.....	67·50	....	70·35	....	68·10	66·85	.....	66·65	.	67·60

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1900.

TABLE No. 176.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	7July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	67·10	68·65	67·65	67·25	70·65	69·35	68·40	68·65	67·65	67·35	66·85	67·85
2	67·35	67·85	66·85	67·90	70·50	69·50	68·35	68·65	67·60	67·35	67·15	67·85
3	67·60	68·35	66·65	68·50	70·35	69·90	68·10	68·65	67·60	67·35	67·35	67·75
4	68·10	68·50	67·00	68·85	70·35	70·35	68·15	68·65	67·50	67·35	67·15	67·65
5	68·90	68·15	67·00	68·85	70·35	70·15	68·15	68·65	67·50	67·35	67·15	67·75
6	68·65	68·10	66·60	69·10	70·35	69·90	68·15	68·65	67·50	67·35	67·15	67·85
7	68·15	68·10	67·00	69·50	70·15	69·65	68·35	68·60	67·40	67·35	67·15	67·90
8	68·75	68·00	67·00	70·25	70·15	69·50	68·35	68·60	67·35	67·15	67·15	68·15
9	68·10	67·85	67·75	70·25	70·10	69·50	68·50	68·60	67·15	67·15	67·15	68·15
10	68·40	67·65	67·35	70·00	70·15	69·60	68·65	68·60	67·15	67·15	67·15	67·90
11	68·35	67·90	67·00	69·65	70·15	69·65	68·65	68·35	67·35	67·25	67·15	67·65
12	68·35	67·50	67·00	69·50	70·15	69·40	68·65	68·35	67·35	67·35	67·15	67·85
13	68·15	67·40	67·10	69·35	70·15	69·15	68·65	68·15	67·25	67·35	67·15	67·65
14	68·40	67·65	67·65	69·15	70·10	69·15	68·75	68·15	67·25	67·35	67·15	67·90
15	68·40	67·85	67·60	69·25	70·10	69·00	69·00	68·15	67·35	67·35	67·15	68·10
16	68·00	68·35	67·65	69·35	69·85	68·90	69·15	68·25	67·40	67·10	67·00	68·65
17	68·15	68·65	67·85	69·40	69·75	68·85	69·35	68·25	67·40	67·50	67·00	68·35
18	68·15	68·75	67·85	69·50	69·65	68·65	69·50	68·15	67·35	67·35	66·85	68·00
19	68·00	68·65	67·85	70·00	69·85	68·65	69·50	68·15	67·35	67·15	67·15	67·90
20	68·00	68·65	66·65	70·15	69·85	68·60	69·35	68·00	67·40	67·15	67·50	67·65
21	67·50	67·90	66·50	70·40	69·85	68·60	69·35	67·85	67·50	67·15	68·65	67·60
22	68·00	67·85	66·40	70·60	69·85	68·60	69·15	67·85	67·65	67·15	68·85	67·40
23	67·65	67·75	66·85	70·85	69·85	68·50	69·00	67·85	67·50	67·10	69·15	67·40
24	67·35	67·50	66·85	70·85	69·60	68·50	69·00	67·85	67·50	67·10	69·00	67·35
25	67·65	67·25	67·35	70·90	69·60	68·35	69·00	67·85	67·50	67·10	68·85	67·50
26	68·25	67·00	67·25	70·90	69·50	68·35	69·00	67·85	67·40	67·10	67·90	67·65
27	68·65	66·50	67·25	71·00	69·50	68·35	69·00	67·85	67·40	67·10	67·90	67·75
28	67·75	67·00	67·00	71·00	69·35	68·35	68·85	67·65	67·40	67·10	67·65	67·75
29	67·75	...	67·25	71·00	69·35	68·40	68·85	67·65	67·35	67·10	67·65	67·90
30	68·65	...	67·00	71·00	69·15	68·50	68·65	67·65	67·35	67·00	67·85	68·35
31	68·35	...	67·15	.....	69·15	.....	68·65	67·65	...	67·00	....	68·00

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1901.

TABLE No. 477.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·00	68·15	66·65	68·40	71·60	69·85	68·65	67·65	67·35	66·85	66·85	66·50
2	67·85	68·15	66·65	68·25	71·65	70·00	68·65	67·60	67·25	66·90	66·85	66·50
3	67·40	68·35	66·60	68·35	71·50	70·15	68·50	67·50	67·25	66·90	66·85	66·65
4	67·90	68·35	66·25	68·60	71·35	70·25	68·35	67·40	67·35	67·00	66·75	66·60
5	68·10	68·10	66·15	69·35	71·15	70·25	68·35	67·35	67·35	66·90	66·65	66·60
6	68·50	67·35	66·15	70·15	71·00	70·25	68·15	67·35	67·35	67·10	66·60	66·60
7	69·00	67·40	66·35	70·85	70·90	70·25	68·15	67·50	67·35	67·00	66·50	66·50
8	69·10	67·65	66·25	71·35	70·90	70·25	68·25	67·40	67·35	66·90	66·50	67·15
9	69·00	68·15	66·25	71·60	70·85	70·15	68·25	67·40	67·15	66·85	66·40	67·40
10	68·10	68·35	66·15	71·85	70·65	70·10	68·15	67·40	67·00	66·85	66·35	66·75
11	68·00	68·65	66·10	71·85	70·65	70·00	68·15	67·40	66·90	66·85	66·35	66·75
12	67·65	68·15	65·85	71·60	70·65	69·90	68·10	67·35	66·85	66·90	66·35	66·65
13	68·00	67·85	65·85	71·15	70·65	69·65	68·10	67·25	66·85	66·85	66·65	66·65
14	68·15	67·65	66·15	70·90	70·65	69·50	68·10	67·15	67·10	66·85	66·85	66·90
15	68·50	67·50	66·15	70·75	70·35	69·35	68·10	67·35	67·15	66·85	66·85	68·75
16	68·60	67·65	66·75	70·65	70·15	69·25	67·90	67·35	67·35	66·85	66·90	69·00
17	68·15	67·60	66·60	70·65	70·25	69·15	67·85	67·35	67·25	66·85	67·00	68·60
18	66·75	67·40	66·65	70·40	70·15	68·90	67·85	67·35	67·40	67·00	66·85	68·60
19	67·10	67·10	66·85	70·40	70·15	69·00	67·85	67·10	67·35	67·35	66·65	68·85
20	66·75	66·60	66·25	70·35	70·10	69·15	67·85	67·10	67·15	67·35	66·65	68·85
21	67·10	66·40	66·25	70·40	70·10	69·10	67·75	67·10	67·15	67·35	66·60	68·90
22	67·65	66·65	66·50	70·40	70·10	69·00	67·65	67·15	67·15	67·25	66·60	69·15
23	68·15	66·50	66·85	70·75	70·10	69·15	67·50	67·15	67·15	67·15	66·60	69·25
24	68·35	66·65	67·00	71·35	70·10	69·15	67·50	67·35	67·10	67·00	66·15	69·40
25	68·90	66·50	67·00	71·50	69·90	69·15	67·40	67·35	66·90	66·90	66·40	68·50
26	68·85	66·40	67·35	71·65	69·75	69·15	67·40	67·15	66·65	66·85	66·35	67·90
27	68·40	66·40	67·85	71·60	69·75	69·00	67·35	67·15	66·65	66·90	66·25	67·50
28	68·10	66·35	68·50	71·75	69·75	68·90	67·35	67·10	66·75	66·65	66·25	67·25
29	68·00	.....	68·75	71·60	69·65	68·85	67·50	67·00	66·75	66·65	66·35	67·25
30	67·85	.....	68·60	71·50	69·65	68·65	67·65	67·10	66·90	66·65	66·35	67·25
31	68·10	.....	68·50	.....	69·65	.....	67·65	67·10	.....	66·65	.....	67·25

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1902.

TABLE No. 478.

Day of the Month	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	66·85	67·65	65·10	71·10	69·90	69·75	69·25	68·40	67·85	67·10	67·40	68·15
2	67·25	67·65	65·75	71·10	69·90	69·75	69·15	68·50	67·85	67·15	67·40	68·00
3	68·25	67·65	66·85	71·10	70·00	69·85	69·10	68·65	67·85	67·15	67·40	67·90
4	68·50	67·35	67·60	70·85	70·00	69·90	69·15	68·60	67·85	67·15	67·35	67·85
5	68·90	67·50	68·50	70·60	70·00	69·90	69·15	68·60	67·75	67·15	67·35	67·50
6	68·90	67·50	68·35	70·10	70·10	69·90	69·15	68·50	67·65	67·35	67·35	67·50
7	68·90	67·00	68·15	70·35	70·15	69·90	69·15	68·40	67·75	67·35	67·35	67·50
8	68·90	66·60	68·15	70·10	70·25	70·00	69·15	68·40	67·65	67·35	67·35	67·75
9	68·85	66·65	68·00	69·50	70·25	70·00	69·15	68·50	67·50	67·35	67·40	67·50
10	68·75	66·25	67·60	69·65	70·25	70·00	69·10	68·50	67·50	67·35	67·35	67·50
11	68·65	66·25	67·60	69·85	70·25	69·90	69·10	68·40	67·60	67·35	67·35	68·00
12	68·65	66·15	67·60	69·85	70·25	69·85	69·10	68·35	67·60	67·35	67·25	68·50
13	68·50	66·40	68·10	70·15	70·15	69·65	69·00	68·25	67·50	67·35	67·35	68·35
14	68·25	66·40	69·40	70·10	70·10	69·60	69·00	68·25	67·85	67·35	67·40	67·90
15	68·15	66·25	69·50	69·90	70·10	69·60	69·00	68·15	67·65	67·60	67·60	68·35
16	68·10	66·60	69·65	69·75	70·10	69·60	69·15	68·15	67·50	67·40	67·75	68·75
17	68·00	65·85	70·10	69·75	69·90	69·85	68·85	68·10	67·40	67·35	67·75	68·65
18	68·00	65·85	70·90	69·75	69·75	69·65	69·00	68·00	67·35	67·35	67·15	68·10
19	68·25	65·85	71·10	69·65	69·60	69·65	68·85	67·85	67·35	67·35	67·65	68·10
20	68·15	67·60	70·60	69·60	69·60	69·60	68·85	68·00	67·35	67·50	67·15	68·15
21	68·35	65·60	70·00	69·50	69·60	69·35	68·85	68·00	67·35	67·35	67·90	68·35
22	68·25	65·60	70·15	69·50	69·50	69·40	68·85	68·00	67·35	67·25	68·15	68·15
23	68·25	65·85	70·00	69·50	69·50	69·40	68·75	68·00	67·35	67·25	68·15	67·75
24	68·15	65·50	70·25	69·85	69·50	69·35	68·60	68·00	67·15	67·25	68·15	68·25
25	68·00	65·40	70·40	69·65	69·50	69·15	68·60	68·00	67·10	67·25	68·10	68·35
26	68·65	65·25	70·50	69·65	69·50	69·40	68·60	68·00	67·00	67·25	67·85	68·15
27	68·35	65·00	70·40	69·65	69·65	69·50	68·65	67·90	67·00	67·25	67·85	69·15
28	68·60	65·10	70·25	69·75	69·90	69·25	68·65	67·85	67·15	67·35	67·90	69·35
29	68·60	.....	70·25	69·85	69·75	69·15	68·65	67·75	67·15	67·35	68·15	69·35
30	68·65	.....	70·15	69·90	69·75	69·10	68·60	67·75	67·15	67·35	68·35	69·40
31	67·90	.....	70·25	.....	69·75	.....	68·50	67·75	.....	67·35	.....	69·40

SESSIONAL PAPER No. 19a

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1903.

TABLE No. 479.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·65	67·60	67·35	70·35	69·65	69·35	69·65	68·60	67·75	67·60	67·50	66·15
2	69·65	68·00	68·25	70·25	69·65	69·25	69·65	68·60	67·75	67·50	67·50	66·15
3	68·50	68·10	68·25	70·15	69·65	69·15	69·90	68·60	67·75	67·40	67·15	66·15
4	67·85	67·60	68·15	70·50	69·65	69·15	70·10	68·35	67·75	67·35	67·35	66·10
5	67·50	67·50	67·75	70·65	69·65	69·10	70·00	68·25	67·65	67·35	67·15	66·10
6	67·65	67·50	67·75	70·40	69·65	69·00	69·90	68·25	67·75	67·35	67·10	66·15
7	67·75	68·10	67·75	70·40	69·75	69·00	69·75	68·60	67·60	67·35	67·15	66·35
8	67·75	68·10	67·65	70·35	69·90	69·00	69·65	68·60	67·50	67·35	67·15	66·40
9	67·75	68·25	67·90	70·75	69·90	68·90	69·50	68·50	67·40	67·40	67·15	66·35
10	67·60	68·00	68·25	70·65	69·90	68·90	69·10	68·50	67·10	67·60	67·15	66·35
11	67·35	68·15	68·35	70·60	70·00	68·85	69·35	68·50	67·40	67·85	67·15	66·00
12	68·15	67·75	69·15	70·60	70·00	68·85	69·15	68·65	67·10	67·90	67·15	66·10
13	68·15	67·60	69·85	70·10	70·10	68·75	69·00	68·65	67·10	67·90	67·15	67·00
14	68·25	67·85	70·10	69·90	70·10	68·75	68·90	68·65	67·10	67·90	67·15	66·85
15	68·75	68·15	70·15	69·85	70·00	68·90	68·65	68·60	67·40	67·85	66·65	66·85
16	68·65	68·50	70·10	69·75	70·00	69·10	68·65	68·60	67·40	67·75	66·65	66·85
17	68·65	68·15	70·10	69·90	69·90	69·15	68·50	68·60	67·50	67·75	66·65	66·85
18	67·85	67·85	70·15	70·00	69·90	69·15	68·50	68·50	67·65	67·85	66·85	67·15
19	67·85	67·85	70·65	70·15	69·90	69·15	68·40	68·40	67·50	67·90	66·85	67·00
20	67·15	67·85	70·85	70·10	69·90	69·15	68·40	68·40	67·50	68·10	66·90	66·90
21	67·35	68·15	71·00	70·00	69·85	69·25	68·65	68·35	67·50	67·90	66·50	65·65
22	68·75	68·35	71·10	70·00	69·85	69·35	68·65	68·35	67·50	67·90	66·65	66·85
23	68·75	68·15	71·15	70·00	69·85	69·35	68·60	68·35	67·65	67·90	66·65	66·90
24	68·65	68·15	71·50	70·00	69·75	69·35	68·50	68·35	67·60	67·90	66·85	67·15
25	67·85	67·85	71·75	70·00	69·65	69·50	68·50	67·65	67·50	67·85	66·60	67·40
26	67·85	66·85	71·75	69·90	69·65	69·65	68·65	67·65	67·50	67·75	66·40	67·15
27	67·65	66·85	71·75	69·85	69·75	69·75	68·40	67·65	67·65	67·75	66·35	66·90
28	68·10	66·85	71·10	69·85	69·60	69·65	68·35	67·60	67·65	67·50	66·50	66·65
29	67·75		70·75	69·85	69·60	69·50	68·35	67·60	67·65	67·42	66·35	66·65
30	67·35		70·65	69·85	69·40	69·60	68·50	67·60	67·65	67·42	66·35	66·75
31	67·25		70·50	....	69·40	.	68·60	67·60	....	67·42	....	67·15

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1904.

TABLE No. 480.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	66·15	67·35	67·65	69·15	71·35	71·90	70·35	69·15	68·50	68·85	68·85	67·75
2	66·35	67·50	67·50	69·50	71·50	72·10	70·35	69·15	68·65	68·85	68·75	67·75
3	66·00	65·90	67·65	70·10	71·60	72·25	70·15	69·15	68·85	68·85	68·65	67·50
4	66·35	65·65	66·65	70·40	71·85	72·35	70·10	69·15	68·85	68·85	68·65	67·50
5	66·00	66·00	66·35	70·75	71·85	72·40	70·10	69·10	68·90	68·85	68·60	67·50
6	66·10	66·15	67·15	70·75	71·90	72·40	70·10	68·90	68·90	68·85	68·50	67·35
7	66·50	66·25	66·90	70·75	72·00	72·40	70·00	68·85	68·85	68·75	68·35	67·40
8	67·10	65·65	66·65	70·75	72·35	72·35	69·90	68·85	68·65	68·65	68·35	67·50
9	67·10	65·65	66·75	71·00	72·35	72·35	69·85	68·85	68·60	68·65	68·25	67·35
10	67·50	65·65	66·90	71·15	72·10	72·35	69·75	68·75	68·50	68·85	68·15	67·15
11	67·50	65·85	67·35	71·65	72·10	72·35	69·65	68·75	68·40	68·40	68·10	67·75
12	67·10	66·35	67·10	71·90	72·10	72·35	69·65	68·75	68·40	68·40	68·15	67·90
13	67·00	66·90	67·15	71·85	72·35	72·25	69·65	68·75	68·40	68·50	68·15	68·00
14	67·10	66·90	67·00	71·65	72·25	72·25	69·65	68·75	68·35	68·50	68·15	68·15
15	67·35	66·60	67·10	71·25	72·25	72·15	69·65	68·75	68·25	68·50	68·10	68·15
16	67·10	66·50	67·35	71·00	72·25	72·10	69·65	68·75	68·40	68·50	68·10	68·65
17	67·00	66·35	67·35	70·75	72·10	72·10	69·65	68·75	68·40	68·50	67·90	68·65
18	67·00	66·35	67·35	70·60	72·00	71·85	69·65	68·65	68·40	68·10	67·65	68·65
19	66·65	66·90	67·35	70·50	71·85	71·75	69·65	68·65	68·40	68·10	67·65	68·85
20	66·65	66·90	67·10	70·35	72·10	71·65	69·65	68·85	68·35	68·40	67·75	68·75
21	66·65	67·15	67·15	70·15	72·10	71·40	69·65	68·90	68·35	69·10	67·85	68·75
22	66·35	66·65	67·00	70·15	72·10	71·10	69·65	68·90	68·15	69·25	67·85	68·35
23	66·10	66·10	66·90	70·00	72·00	71·10	69·65	68·85	68·10	69·25	67·90	68·35
24	66·85	66·35	67·50	70·15	72·00	70·90	69·50	68·85	68·10	69·15	67·65	68·35
25	66·35	66·10	67·75	70·35	72·00	70·85	69·35	68·75	68·10	69·15	67·65	68·35
26	66·35	67·00	68·90	70·25	71·90	70·75	69·35	68·85	68·50	69·10	67·75	68·35
27	65·65	67·35	69·85	70·25	71·90	70·65	69·15	68·75	68·65	69·00	67·85	67·00
28	65·10	67·65	70·00	70·25	71·90	70·50	69·15	68·65	68·50	69·00	67·75	67·35
29	66·00	67·75	69·85	70·10	71·85	70·10	69·15	68·65	68·50	68·90	67·65	66·75
30	66·50	..	69·25	70·90	72·00	70·40	69·65	68·65	68·65	68·90	67·65	66·65
31	67·15	.	69·10	.	72·00		69·15	68·50		68·85		67·00

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1905.

TABLE No. 481.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1...	67·15	67·35	66·15	69·75	68·35	69·15	68·85	68·40	67·90	67·75	67·85	67·65
2...	67·00	67·15	66·15	69·90	68·35	69·15	69·15	68·50	67·90	67·75	67·90	67·65
3...	67·00	66·65	66·15	69·85	68·40	69·25	69·15	68·65	67·90	67·85	67·90	67·50
4....	67·10	66·60	66·50	69·65	68·50	69·25	69·15	68·50	67·90	67·90	67·90	67·50
5...	67·10	66·85	66·50	69·65	68·50	69·10	69·15	68·50	67·90	67·85	67·90	67·50
6...	66·15	66·90	66·00	69·75	69·15	69·00	69·15	68·40	67·90	67·85	67·50	67·50
7...	66·20	66·90	65·85	69·90	69·35	68·85	68·90	68·35	68·10	67·65	67·50	67·50
8....	66·75	67·35	65·65	69·85	69·35	68·85	68·85	68·35	68·15	67·65	67·65	67·50
9....	66·65	67·35	65·85	69·75	69·35	68·85	68·75	68·35	68·15	67·65	67·85	67·50
10...	67·15	67·40	65·85	69·60	69·35	68·85	68·65	68·35	68·15	67·65	67·85	67·50
11...	67·15	67·00	65·85	69·50	69·35	68·90	68·50	68·35	68·10	67·50	67·85	67·15
12....	67·15	66·85	66·15	69·50	69·35	69·00	68·50	68·35	67·90	67·50	67·85	67·35
13...	67·15	66·65	66·15	69·35	69·50	69·15	68·50	68·15	67·85	67·50	67·85	67·35
14...	67·50	66·65	66·35	69·35	69·50	69·15	68·50	68·15	67·75	67·65	67·85	67·35
15...	67·50	66·75	66·35	69·25	69·50	69·15	68·50	67·90	67·65	67·65	67·85	67·40
16...	67·35	66·75	66·35	69·00	69·65	69·10	68·65	67·75	67·75	67·85	67·85	67·50
17...	67·25	66·75	66·35	68·90	69·75	69·00	68·50	67·90	67·85	67·75	67·85	67·75
18...	67·25	66·40	66·15	68·85	69·75	69·00	68·50	68·00	67·85	67·75	67·65	67·75
19...	67·25	66·60	66·15	68·85	69·85	68·90	68·40	68·15	67·85	67·65	67·65	67·75
20....	67·50	67·00	66·40	68·85	69·85	69·15	68·40	68·25	68·00	67·85	67·50	67·75
21...	67·65	67·10	66·65	68·65	69·85	69·15	68·40	68·25	68·15	67·90	67·50	66·90
22...	67·65	66·85	66·85	68·65	69·85	69·15	68·40	68·15	68·15	68·10	67·50	67·40
23...	67·50	66·85	66·85	68·50	69·85	69·25	68·40	68·15	68·25	68·00	67·35	67·40
24...	67·50	66·85	66·65	68·40	69·85	69·15	68·40	67·90	68·15	67·90	67·35	67·75
25...	67·35	66·85	67·85	68·60	69·65	69·10	68·40	67·90	68·10	68·00	67·50	67·85
26...	67·25	66·85	67·00	68·60	69·65	69·00	68·40	67·85	68·00	67·90	67·65	67·85
27...	66·85	66·15	67·85	68·40	69·50	68·90	68·35	67·90	68·00	67·85	67·65	67·60
28...	67·15	66·35	68·15	68·35	69·50	68·85	68·40	67·90	67·85	67·65	67·65	67·50
29...	67·15		68·40	68·35	69·40	68·85	68·25	67·90	67·65	67·65	67·65	67·35
30....	67·10		68·75	68·35	69·35	68·85	68·35	67·65	67·65	67·65	67·65	67·60
31...	67·15		69·35		69·35		68·35	67·65		67·60		67·85

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1906.

TABLE No. 482.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1.....	68·15	68·65	67·85	68·40	68·10	69·40	69·15	67·65	67·25	66·65	66·85	67·10
2.....	67·85	68·40	68·75	68·40	68·40	69·40	69·10	67·65	67·25	66·65	66·75	67·00
3.....	67·85	68·65	68·15	68·35	68·35	69·40	68·90	67·60	67·15	66·65	66·65	67·00
4 ...	67·85	68·65	68·15	68·35	68·35	69·40	68·85	67·60	67·15	66·65	66·65	67·00
5....	68·15	68·65	68·15	68·35	68·35	69·40	68·65	67·60	67·10	66·65	66·65	67·00
6....	68·40	68·50	68·15	68·35	68·35	69·40	68·50	67·60	67·10	66·65	66·65	66·85
7.....	68·35	68·50	68·10	68·40	68·40	69·35	68·50	67·60	67·00	66·85	66·65	66·85
8....	68·65	68·40	67·50	68·35	68·35	69·85	68·50	67·50	67·00	66·85	66·65	66·85
9....	68·85	68·40	67·35	68·25	68·25	70·15	68·50	67·50	66·90	66·75	66·60	68·15
10....	68·85	68·50	67·40	68·15	68·15	70·25	68·50	67·50	66·90	66·75	66·65	68·15
11....	69·15	68·75	67·50	68·25	68·25	70·10	68·50	67·50	66·90	66·85	66·65	68·10
12.....	69·50	68·75	67·65	68·35	68·35	70·10	68·40	67·50	66·90	66·75	66·15	68·35
13....	69·65	68·65	67·65	68·40	68·40	69·90	68·40	67·40	66·90	66·75	66·00	68·65
14....	69·50	68·65	67·65	68·40	68·40	69·85	68·35	67·40	66·90	66·75	66·85	69·00
15....	69·50	68·75	67·65	68·50	68·50	69·85	68·35	67·35	66·90	66·75	66·65	68·75
16....	68·85	67·65	67·75	68·50	68·50	69·85	68·35	67·35	66·90	66·65	66·65	68·65
17....	68·40	67·65	67·50	68·85	68·85	69·85	68·15	67·35	66·85	66·65	66·65	68·65
18....	68·40	68·15	67·50	68·85	68·85	69·65	68·15	67·35	66·85	66·65	66·65	68·35
19.....	68·35	67·85	67·40	68·85	68·85	69·65	68·15	67·25	66·85	66·65	66·75	68·50
20.....	68·35	67·65	67·15	69·10	69·00	69·40	68·10	67·25	66·65	66·75	66·85	68·85
21.....	68·35	67·50	67·00	68·90	68·90	69·50	68·10	67·25	66·65	66·75	66·90	68·85
22....	68·00	67·85	67·35	68·90	68·90	69·35	68·10	67·15	66·50	66·65	67·25	68·90
23.....	68·35	67·90	67·25	68·90	68·90	69·35	68·10	67·15	66·65	66·65	67·25	68·90
24.....	69·00	67·85	67·50	69·10	69·00	69·35	67·90	67·25	66·65	66·65	67·25	68·90
25.....	69·50	67·85	67·25	69·10	69·10	69·35	67·90	67·25	66·65	66·85	67·25	69·00
26....	69·50	67·65	67·25	69·10	69·10	69·35	67·90	67·25	66·65	66·90	67·15	69·00
27....	69·00	67·85	67·25	69·25	69·25	69·35	67·85	67·25	66·65	66·90	67·10	68·90
28....	69·00	67·90	67·85	69·15	69·15	69·15	67·85	67·35	66·65	67·15	67·10	68·85
29....	68·90	...	68·50	69·15	69·15	69·15	67·85	67·35	66·75	67·35	67·10	68·65
30....	68·90	...	68·65	69·10	69·00	69·15	67·75	67·35	66·75	67·15	67·10	67·85
31....	68·50		68·65		69·00		67·75	67·35		67·00		67·65

SESSIONAL PAPER No. 19a

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1907.

TABLE No. 483.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	67·40	68·50	67·10	71·85	69·85	70·35	69·60	68·75	67·65	67·90	67·60	67·90
2....	67·25	68·35	67·25	70·85	70·00	70·25	69·65	68·75	67·60	67·85	67·85	67·90
3....	67·50	67·90	67·35	70·85	70·15	70·25	69·50	68·60	67·60	67·85	68·15	67·90
4....	68·25	67·40	67·35	70·10	70·50	70·15	69·50	68·50	67·60	67·90	68·35	67·90
5....	68·35	67·40	66·85	70·15	70·75	70·15	69·50	68·50	67·50	67·90	68·15	67·85
6....	68·35	67·65	66·65	70·10	70·75	70·15	69·40	68·50	67·60	67·90	68·15	67·85
7....	68·65	67·75	66·65	69·85	70·50	70·15	69·40	68·50	67·60	67·90	68·75	67·85
8....	68·35	67·50	66·65	69·65	70·35	70·15	69·40	68·35	67·40	67·90	68·85	67·85
9....	68·40	69·10	66·75	69·50	70·15	70·15	69·40	68·15	67·50	68·00	68·90	67·85
10....	68·60	69·15	66·15	69·40	70·35	70·10	69·35	68·15	67·50	68·00	69·00	67·85
11....	68·85	68·75	66·85	69·35	70·10	70·00	69·35	68·15	67·65	68·10	68·90	68·40
12....	69·10	68·35	66·75	69·35	70·00	70·15	69·25	68·15	67·65	68·15	68·85	68·40
13....	68·85	67·85	66·40	69·60	69·85	70·15	69·40	68·15	67·75	68·15	68 65	68·15
14....	68·85	68·10	66·10	69·75	69·85	70·10	69·15	68·15	67·85	68·15	68·60	68·25
15....	68·65	68·40	66·10	69·40	69·90	70·10	69·00	68·00	67·85	68·15	68·15	68·25
16....	68·25	68·10	66·35	69·40	69·90	70·15	68·90	68·00	67·85	68·15	68·10	68·25
17....	67·65	67·75	66·85	69·40	69·90	70·00	68·90	67·90	67·85	68·25	68·00	68·35
18....	67·65	67·50	67·15	69·40	69·90	70·00	68·85	67·90	67·50	68·25	68·10	68·35
19....	66·65	67·35	67·40	69·40	70·15	70·10	68·85	67·90	67·50	68·25	68·15	68·35
20....	66·75	67·35	67·25	69·40	70·35	70·10	68·85	67·90	67·65	68·15	68·15	68·35
21....	67·65	67·85	67·35	69·25	70·50	70·10	68·65	67·90	67·65	68·15	68·15	68·35
22....	67·15	67·50	67·10	69·15	70·65	69·85	68·65	67·90	67·85	68·10	68·15	68·35
23....	67·25	67·35	67·25	69·10	70·75	69·65	68·65	67·90	67·65	68·10	68·15	68·25
24....	67·15	67·65	67·10	69·10	70·90	69·65	68·65	67·90	67·90	68·10	68·00	68·25
25....	67·25	68·00	68·35	69·10	70·85	69·65	68·65	68·00	67·90	68·00	68·00	68·25
26....	67·25	67·65	68·40	68·90	70·90	69·65	68·65	68·00	67·85	68·10	68·00	68·25
27....	67·75	67·40	68·40	68·85	70·90	69·65	68·65	68·00	67·85	68·00	68·15	68·25
28....	68·00	67·00	68·50	69·35	70·90	69·65	68·85	67·90	67·85	68·00	68·15	68·35
29....	68·25	....	69·35	69·40	70·90	69·65	68·85	67·85	67·85	68·00	68·00	68·15
30....	68·50	.....	70·00	69·40	70·90	69·50	68·65	67·75	67·85	68·00	68·00	69·10
31....	68·50		70·65	....	70·50	....	68·65	67·85	.....	67·85	....	69·15

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1908.

TABLE No. 484.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1.....	69·15	67·40	68·40	70·40	72·25	72·75	70·00	69·15	68·35	67·85	67·10	67·15
2....	69·10	67·65	68·35	70·40	72·50	72·65	70·25	69·15	68·35	67·85	67·10	67·25
3....	69·00	67·75	68·35	70·40	72·60	72·65	70·15	69·10	68·15	67·85	67·10	67·00
4 ..	68·85	67·85	68·35	70·40	72·60	72·65	70·10	68·90	68·15	67·60	67·10	67·00
5....	68·85	67·75	68·15	70·50	72·90	72·60	70·00	68·90	68·15	67·50	67·15	67·00
6....	68·85	67·50	68·00	70·50	72·85	72·50	69·90	68·85	68·15	67·40	67·15	67·00
7....	68·85	67·85	67·90	70·50	72·60	72·40	69·90	68·85	68·15	67·35	67·15	66·65
8....	69·25	67·85	67·75	70·85	72·60	72·35	69·90	68·85	68·10	67·35	67·15	66·85
9....	69·25	67·85	67·65	70·85	73·15	72·35	69·85	68·85	68·10	67·10	67·15	66·85
10....	68·50	68·15	67·35	70·85	73·65	72·15	69·85	68·85	68·10	67·40	67·15	66·85
11....	68·50	68·85	67·65	71·35	73·60	72·10	69·85	68·85	68·10	67·40	67·15	66·90
12....	68·90	68·50	67·75	71·35	73·60	71·90	69·85	68·85	68·10	67·10	67·10	66·90
13.	69·15	68·50	67·85	71·50	73·50	71·85	69·85	68·85	68·10	67·40	67·10	67·00
14...	69·15	68·10	67·85	71·40	73·50	71·65	69·85	68·85	68·00	67·40	67·10	67·00
15....	69·75	67·75	67·85	71·40	73·40	71·50	69·75	68·85	67·90	67·40	67·10	67·00
16....	70·15	67·90	68·25	71·35	73·40	71·35	69·65	68·85	67·85	67·40	67·10	66·85
17....	70·10	68·15	68·65	71·15	73·40	71·15	69·65	68·85	67·85	67·25	66·85	66·50
18....	69·65	68·90	68·85	71·00	73·35	71·10	69·65	68·85	67·75	67·15	66·90	66·40
19....	69·65	68·90	68·85	70·90	73·35	71·00	69·65	68·85	67·75	67·10	66·90	66·65
20....	69·25	69·00	68·85	70·85	73·25	70·90	69·60	68·75	67·75	67·10	67·10	67·15
21....	69·00	69·00	68·65	70·65	73·15	70·85	69·60	68·65	67·75	67·10	67·10	67·15
22....	68·85	69·75	68·40	70·40	73·15	70·85	69·65	68·60	67·75	67·10	67·00	67·10
23....	67·90	69·35	68·40	70·50	73·10	70·85	69·65	68·50	67·75	67·10	66·85	68·00
24....	67·85	69·40	68·40	70·40	73·10	70·85	69·50	68·50	67·65	67·10	66·85	68·00
25....	68·65	69·35	68·50	70·40	73·10	70·85	69·40	68·50	67·65	67·10	66·65	68·00
26....	68·65	69·35	68·85	70·40	73·10	70·75	69·40	68·40	67·65	67·10	66·65	68·10
27....	68·65	68·90	69·15	70·65	73·10	70·65	69·35	68·35	67·65	67·10	67·15	68·15
28....	67·65	68·40	69·50	70·85	73·00	70·60	69·35	68·35	67·65	67·10	67·25	68·35
29....	67·35	68·25	69·85	71·15	72·90	70·40	69·25	68·35	67·85	67·10	67·25	68·60
30....	67·25	...	70·00	71·60	72·85	70·35	69 25	68·35	67·85	67·10	67·00	68·65
31....	67·25	..	70·00	..	....	....	69·15	68·35	.....	67·10	..	68·85

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1909.

TABLE No. 485.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	69·35	68·15	66·75	68·60	71·90	73·85	69·85	69·65	68·65	68·35	67·65	67·40
2	69·35	68·00	66·90	68·85	72·15	72·50	69·85	69·65	68·75	68·25	67·65	67·40
3	69·00	67·50	67·35	69·15	72·35	73·40	69·85	69·65	68·75	68·15	67·65	67·35
4	68·15	68·00	67·25	69·50	72·15	73·15	69·75	69·65	68·75	68·15	67·65	67·35
5	67·50	68·85	67·35	67·75	72·00	72·90	69·75	69·65	68·85	68·15	67·60	67·50
6	67·35	68·85	67·35	70·50	72·00	72·65	69·65	69·40	68·90	68·15	67·60	67·65
7	67·25	69·00	67·90	70·50	71·85	72·50	69·65	69·40	68·60	68·10	67·50	67·60
8	67·65	68·40	67·90	71·50	71·65	72·40	69·50	69·35	68·40	68·15	67·50	68·25
9	68·00	68·00	67·60	71·85	71·65	72·35	69·40	69·35	68·50	68·15	67·50	68·00
10	68·50	67·60	67·25	72·15	72·00	72·15	69·40	69·15	68·15	68·15	67·50	67·65
11	69·00	67·90	67·25	71·35	72·15	71·85	69·40	69·00	68·35	68·15	67·50	67·40
12	68·15	68·15	67·10	70·90	72·65	71·65	69·40	69·00	68·25	68·15	67·50	67·15
13	68·35	67·60	67·35	70·75	72·85	72·50	69·40	69·00	68·25	68·00	67·50	67·00
14	68·15	67·65	67·50	70·85	73·00	71·40	69·40	68·90	68·35	68·00	67·50	67·15
15	68·15	68·15	67·50	71·00	73·00	71·35	69·35	68·90	68·40	68·00	67·60	67·60
16	68·00	67·65	67·50	71·15	73·00	71·35	69·35	68·90	68·40	68·00	67·60	67·65
17	67·75	67·65	67·40	71·15	73·15	71·25	69·40	68·90	68·40	68·00	67·60	67·60
18	67·65	67·35	67·40	71·15	73·35	71·15	69·35	68·85	68·50	68·00	67·60	67·60
19	67·50	67·15	67·40	71·35	73·35	71·00	69·25	68·85	68·25	67·85	67·60	67·60
20	67·65	67·15	67·40	71·40	73·40	70·85	69·15	68·65	68·25	67·75	67·40	67·60
21	68·25	67·25	67·40	71·40	73·40	70·75	69·15	68·65	68·15	67·65	67·60	67·60
22	68·35	67·35	67·40	71·40	73·40	70·65	69·15	68·65	68·10	67·65	67·65	67·60
23	67·60	67·15	67·40	71·40	73·60	70·65	69·35	68·65	68·10	67·75	67·60	67·60
24	67·50	67·15	67·35	71·40	73·60	70·60	69·40	68·65	68·10	67·75	67·50	67·60
25	66·65	67·10	67·40	71·35	73·60	70·60	69·40	68·65	68·15	67·75	67·50	67·65
26	67·15	66·75	67·65	71·35	73·60	70·50	69·40	68·65	68·25	67·65	67·35	67·65
22	67·50	67·65	67·90	71·25	73·60	70·40	69·50	68·65	68·50	67·65	67·35	67·60
28	67·85	68·15	67·90	71·25	73·60	70·35	69·50	68·65	68·50	67·65	67·50	67·60
29	67·85	.	68·25	71·15	73·60	70·25	69·65	68·65	68·65	67·65	67·65	67·60
30	68·15	.	68·60	71·35	73·60	70·00	69·65	68·65	68·75	67·65	67·65	67·65
31	68·40		68·85	.	73·60		69·65	68·65	..	67·65	...	67·65

ELEVATIONS of River St. Lawrence at head of Lachine Canal, Lachine, Que., during 1910.

TABLE No. 486.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	68·65	68·15	67·15	69·50						..	....	....
2	69·00	68·25	66·85	69·60						...	....	....
3	68·90	67·50	67·15	69·65							..	..
4	69·00	67·50	67·60	69·85							...	.
5	69·15	67·60	67·85	69·90								
6	68·10	67·40	68·10	70·00								
7	68·40	66·90	68·25	69·85								
8	68·25	67·40	69·15	70·00						..	..	
9	68·60	67·85	69·15	70·00								
10	68·60	67·00	69·10	70·00								
11	68·60	66·85	68·85	70·15								
12	68·60	67·00	68·60	70·15								
13	68·50	67·00	68·40	70·00								
14	68·00	67·40	68·40	70·00		..						
15	67·90	66·60	68·35	69·85								
16	67·60	66·90	68·40	69·75							..	
17	68·25	66·60	68·15	69·60								
18	68·25	66·90	67·85	69·75								
19	68·00	66·85	68·25	69·75								
20	67·65	66·90	68·35	69·75								
21	67·40	67·00	68·40	69·75								
22	67·00	66·15	68·40	69·85								
23	67·15	66·00	68·90	69·85								
24	67·35	66·00	68·90	69·85								
25	67·50	66·65	69·15	69·90								
26	67·50	67·00	69·35	69·90								
27	67·50	67·65	69·50	70·10								
28	67·65	67·15	69·50	70·10								
29	67·90	.	69·40	70·35								
30	67·90	.	69·35	70·35							..	
31	68·00	..	69·35	....							..	

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1871.

TABLE No. 487.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	32·45	36·75	34·45	35·70	28·70	27·85	25·20	24·20	23·35	22·60	22·35	21·85
2	33·50	36·60	34·45	37·70	28·85	27·50	25·10	24·20	23·45	22·50	22·50	21·85
3	34·70	35·95	34·50	34·95	28·95	27·50	25·10	24·10	23·35	22·50	22·45	22·50
4	35·95	35·35	34·10	32·95	29·20	27·45	25·00	24·00	23·35	22·45	22·25	24·35
5	38·20	34·10	34·25	32·10	29·35	27·45	24·95	24·10	23·20	22·35	22·20	25·10
6	37·45	34·10	34·50	31·00	29·70	27·35	24·95	24·00	23·00	22·35	22·00	28·20
7	37·70	34·70	34·70	29·95	30·00	27·00	24·85	23·95	23·10	22·45	22·00	30·85
8	38·75	35·20	34·70	29·10	30·00	26·75	24·95	23·75	22·95	22·20	21·95	32·00
9	39·00	35·10	34·95	28·20	30·20	26·85	24·85	23·85	22·70	22·00	21·95	32·35
10	39·20	35·70	35·50	27·85	30·20	26·70	24·85	23·85	22·70	22·00	21·85	33·50
11	38·85	35·00	35·95	28·20	30·10	26·70	24·70	23·75	22·70	22·10	21·75	35·60
12	39·70	35·00	36·10	28·45	30·10	26·50	24·60	23·50	22·60	22·10	21·85	36·85
13	39·95	31·95	36·10	28·35	29·95	26·60	24·50	23·50	22·60	22·20	21·85	36·70
14	40·45	34·95	37·70	27·95	29·70	26·50	24·45	23·45	22·50	22·10	21·95	36·95
15	40·45	34·50	37·70	27·50	29·50	26·50	24·35	23·35	22·45	21·85	22·20	36·70
16	39·95	35·00	37·45	27·20	29·50	26·45	24·35	23·35	22·35	22·00	22·35	36·70
17	38·20	34·95	37·35	26·95	29·25	26·35	24·45	23·45	22·35	22·20	22·45	36·85
18	36·70	35·00	37·25	26·70	29·20	26·20	24·45	23·35	22·35	22·20	22·25	37·10
19	37·10	34·45	37·25	26·95	29·00	26·20	24·45	23·35	22·45	22·35	22·10	36·95
20	36·45	33·95	36·95	26·70	28·85	26·10	24·35	23·45	22·45	22·35	22·10	36·70
21	37·60	33·95	36·85	27·00	28·70	26·25	24·35	23·25	22·35	22·20	22·10	36·70
22	36·75	33·75	36·70	27·35	28·50	26·10	24·45	23·10	22·25	22·20	22·20	36·50
23	36·60	33·70	36·70	27·50	28·45	26·00	24·45	22·85	22·10	22·10	22·20	36·35
24	36·20	33·95	36·45	27·70	28·45	25·85	24·45	23·00	22·20	22·10	22·10	37·35
25	35·70	34·50	36·20	27·70	28·25	25·70	24·35	23·10	22·25	22·00	22·10	36·45
26	34·85	34·50	35·95	27·85	28·20	25·60	24·25	23·10	22·45	22·00	22·00	35·60
27	34·95	34·70	35·70	27·95	28·20	25·50	24·35	23·10	22·45	22·20	21·95	35·10
28	35·00	34·20	35·35	28·10	28·00	25·25	24·25	23·00	22·50	22·20	21·95	34·10
29	34·70	..	35·20	28·25	27·75	25·25	24·25	22·75	22·60	22·25	21·85	34·45
30	35·20	..	35·10	28·45	27·70	25·25	24·20	23·00	22·60	22·45	21·85	34·35
31	36·50	..	35·10	..	27·85	.....	24·20	23·10	.....	22·35	..	34·45

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1872.

TABLE No. 488.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	34·25	31·50	30·70	32·45	26·50	26·75	24·10	22·75	22·25	22·70	23·45	21·95
2	33·00	31·35	30·95	32·20	26·50	26·75	24·00	22·70	22·45	22·60	23·45	21·95
3	33·00	31·50	31·70	31·95	26·50	26·70	24·00	22·75	22·35	22·50	23·50	22·10
4	32·70	31·70	32·00	32·20	26·50	26·70	23·85	22·75	22·35	22·50	23·35	22·10
5	33·00	32·10	31·35	32·00	25·75	26·60	23·85	22·70	22·20	22·45	23·35	22·00
6	33·35	31·85	30·70	32·20	25·75	26·70	23·75	22·70	22·20	22·25	23·25	22·00
7	33·10	31·45	30·10	32·25	26·00	26·70	23·75	22·70	22·35	22·70	23·20	22·00
8	32·95	31·20	30·45	32·45	26·45	26·85	23·70	22·60	22·35	23·20	23·20	21·95
9	32·35	31·00	30·85	32·75	26·70	26·70	23·70	22·60	22·50	23·60	22·95	21·95
10	33·00	30·95	31·35	33·50	26·85	26·50	23·50	22·50	22·45	23·60	22·95	21·95
11	34·25	30·85	31·95	34·10	27·10	26·50	23·50	22·50	22·25	23·45	23·00	21·85
12	34·70	31·00	31·60	34·45	26·95	26·35	23·35	22·50	22·20	23·35	23·00	21·95
13	34·45	31·20	32·35	34·70	27·20	26·35	23·35	22·35	22·20	23·35	23·20	22·10
14	33·45	31·00	31·75	34·85	27·35	26·20	23·20	22·35	22·25	23·50	23·00	22·45
15	32·35	30·75	31·35	34·95	27·50	26·10	23·10	22·35	22·25	23·60	22·95	22·45
16	31·70	30·70	31·00	34·75	27·50	25·85	23·10	22·45	22·35	23·60	22·85	23·20
17	31·35	30·70	31·50	34·45	27·35	25·85	23·20	22·35	22·35	23·60	23·10	23·50
18	32·00	30·50	32·20	34·20	27·35	25·70	23·20	22·35	22·50	23·70	23·10	24·20
19	32·95	30·50	31·70	34·50	27·25	25·70	23·20	22·35	22·75	23·85	23·00	24·95
20	33·10	30·70	31·25	35·50	27·25	25·50	23·25	22·50	22·75	23·70	22·95	25·20
21	33·25	30·95	31·00	34·95	27·35	25·50	23·25	22·50	22·85	23·60	22·95	25·15
22	33·20	31·00	31·35	35·45	27·45	25·35	23·45	22·50	22·85	23·45	22·60	26·20
23	33·95	31·00	31·70	36·00	27·45	25·25	23·45	21·70	22·85	23·45	22·45	27·85
24	32·95	30·95	32·20	35·20	27·25	25·10	23·45	22·60	23·00	23·25	22·35	30·20
25	32·70	30·95	31·50	35·70	27·25	24·85	23·25	22·60	23·00	23·25	22·25	32·95
26	32·45	30·70	32·35	34·20	27·20	24·70	23·25	22·45	22·95	23·20	22·25	32·85
27	32·20	30·35	32·35	33·10	27·10	24·50	23·20	22·45	22·95	23·00	22·25	32·85
28	32·20	30·00	32·45	31·10	27·00	24·25	23·10	22·35	22·85	23·00	22·20	31·75
29	32·10	30·50	32·60	28·45	26·85	24·20	23·00	22·25	22·75	22·95	22·00	31·95
30	31·95	..	32·70	26·95	26·85	24·00	23·00	22·20	22·75	23·10	22·00	31·95
31	31·70	..	32·70	..	26·75	..	22·85	22·20	..	23·25	..	31·50

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1873.

TABLE No. 489.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	31·45	30·50	31·20	32·35	30·25	30·75	26·00	24·50	22·95	22·95	24·70	26·35
2	30·95	30·20	31·45	32·70	29·60	30·60	26·00	24·50	23·10	22·95	24·50	28·20
3	31·70	29·95	31·45	33·20	29·20	30·35	26·20	24·50	23·10	23·00	24·50	28·70
4	32·85	30·35	30·50	33·70	29·00	30·10	26·10	24·45	23·00	22·95	24·45	28·70
5	32·95	30·85	30·35	34·20	28·70	29·95	26·10	24·45	23·00	22·95	24·60	29·50
6	33·10	30·85	30·35	34·45	28·50	29·75	25·95	24·25	23·20	23·00	24·60	29·95
7	32·00	31·10	30·50	34·45	28·45	29·60	25·95	24·25	23·10	23·00	24·50	30·10
8	31·20	31·35	30·20	34·70	28·45	28·70	25·75	24·20	23·10	23·35	24·35	30·25
9	31·75	30·95	30·85	34·95	28·45	28·35	25·70	24·20	23·00	23·60	24·25	30·45
10	31·70	30·95	30·50	34·95	28·70	28·10	25·70	24·20	23·00	23·70	24·25	29·70
11	31·45	29·85	30·70	36·50	29·35	27·75	25·70	24·10	23·00	23·85	24·10	29·45
12	31·45	29·95	30·75	38·45	29·20	27·70	25·60	24·10	22·95	23·85	24·10	29·25
13	31·60	29·75	30·95	38·95	29·45	27·70	25·50	24·00	22·95	23·85	23·95	29·25
14	31·60	29·85	31·00	39·25	29·80	28·25	25·45	23·95	22·95	23·70	23·85	29·10
15	31·70	29·60	31·00	39·35	30·25	28·25	25·45	23·95	22·85	23·50	24·00	28·75
16	31·35	29·75	30·95	39·35	30·50	28·10	25·25	23·70	22·70	23·50	23·85	29·25
17	32·70	30·20	30·85	44·20	30·60	27·75	25·25	23·70	22·70	23·35	23·70	30·45
18	32·50	30·60	30·85	44·00	30·75	27·60	25·25	23·50	22·70	23·25	23·60	30·45
19	32·20	31·00	31·00	41·00	30·75	27·50	25·20	23·50	22·70	23·50	23·60	30·10
20	31·70	30·60	31·20	39·50	30·70	27·50	25·20	23·50	22·75	24·00	23·60	29·70
21	31·85	30·20	31·20	38·45	30·70	27·35	25·10	23·45	22·75	24·45	23·50	33·45
22	31·85	29·95	31·25	37·60	30·50	27·25	24·85	23·45	22·70	24·60	23·50	33·50
23	31·45	29·95	31·10	36·20	30·45	26·95	24·85	23·35	22·70	24·70	23·70	33·45
24	31·10	29·95	30·85	33·20	30·35	26·70	24·85	23·35	22·75	24·75	24·00	33·50
25	30·95	30·35	30·85	32·45	30·50	26·70	24·75	23·35	22·75	24·70	24·25	33·45
26	30·25	30·75	30·75	32·35	30·75	26·15	24·60	23·45	22·85	24·75	24·25	33·65
27	30·95	30·95	30·75	32·60	30·75	26·25	24·60	23·45	22·85	24·70	24·35	34·95
28	30·95	31·20	30·85	32·50	30·85	26·25	24·60	23·35	22·95	24·70	24·50	36·95
29	30·85	.....	31·50	32·10	30·95	26·20	24·60	23·20	22·85	24·70	24·70	38·25
30	30·35	.....	31·50	31·00	31·00	26·20	24·50	23·10	22·95	24·75	24·85	38·45
31	30·95	.....	30·85		30·75	..	24·50	23·10	.....	24·70	....	40·25

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1874.

TABLE No. 490.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	40·25	37·85	35·85	35·10	27·10	29·70	27·85	25·25	23·10	22·70	22·25	21·85
2	40·25	37·70	36·35	35·10	26·95	29·70	27·85	25·25	23·00	22·70	22·20	22·00
3	39·70	37·20	36·35	35·75	26·95	29·50	27·85	25·25	23·10	22·75	22·10	22·00
4	39·85	37·20	36·50	35·10	26·70	29·45	27·70	25·10	23·20	22·75	22·10	22·20
5	37·85	36·95	36·25	34·95	26·70	29·35	27·60	24·95	23·00	22·70	22·10	22·10
6	38·60	35·95	36·00	35·95	26·45	29·35	27·45	24·75	22·95	22·70	22·20	22·10
7	39·20	35·70	35·95	35·45	26·35	29·25	27·25	24·70	23·00	22·70	22·25	22·20
8	39·70	35·70	37·10	35·25	25·95	29·10	27·20	24·50	22·95	22·50	22·20	22·10
9	39·45	36·00	37·25	35·10	25·75	29·10	27·10	24·35	23·00	22·50	22·10	21·95
10	39·95	36·95	36·70	35·10	25·95	29·25	26·95	24·25	23·10	22·50	22·25	21·95
11	39·50	36·95	36·45	35·35	25·95	29·20	26·50	24·20	23·10	22·60	22·20	21·85
12	38·75	36·70	36·10	34·45	26·50	29·10	26·45	24·10	23·00	22·75	22·10	21·95
13	39·20	36·70	34·95	34·50	26·25	28·75	26·45	24·10	22·85	22·75	22·10	22·10
14	39·35	37·50	34·15	34·50	26·70	28·70	26·25	24·10	22·85	22·75	22·00	22·10
15	10·20	37·70	34·70	34·95	26·95	28·70	26·10	24·10	22·70	22·70	21·85	23·10
16	40·20	37·85	35·20	35·35	27·10	28·70	26·10	24·00	22·85	22·50	21·85	22·35
17	39·20	37·70	35·50	35·75	27·70	28·75	26·10	23·95	23·00	22·50	22·35	26·95
18	39·50	37·50	35·70	35·70	28·10	28·85	26·35	23·75	23·00	22·60	22·35	28·95
19	40·10	37·20	35·95	36·10	28·70	28·85	25·75	23·70	22·95	22·50	21·85	29·75
20	39·85	36·70	36·10	35·95	29·10	28·95	25·70	23·70	22·95	22·45	21·85	30·25
21	39·20	36·70	36·70	37·45	29·70	28·95	25·70	23·75	22·85	22·25	22·35	30·75
22	38·60	36·50	37·20	35·35	29·85	28·85	25·60	23·70	22·75	22·20	22·00	32·95
23	39·85	36·45	36·85	33·10	30·00	28·75	25·45	23·50	22·70	22·20	22·10	35·50
24	39·70	36·10	36·45	31·50	30·20	28·75	25·25	24·50	22·70	22·20	22·10	34·45
25	39·20	35·45	36·45	30·95	30·20	28·70	25·10	23·50	22·75	22·10	22·25	33·25
26	38·70	36·20	36·95	30·45	30·00	28·70	25·10	23·45	22·70	22·10	22·35	33·25
27	38·50	35·70	36·70	29·20	30·00	28·50	25·00	23·45	22·70	22·20	22·10	33·25
28	38·35	35·35	36·70	28·70	29·95	28·20	25·20	23·35	22·75	22·25	22·35	33·25
29	38·10	.....	36·50	28·50	29·95	28·00	25·20	23·25	22·70	22·25	22·00	33·85
30	38·10	.....	36·20	28·70	29·70	27·85	25·10	23·10	22·70	22·20	21·85	35·25
31	38·00	.....	35·95	.....	29·60	.....	25·25	23·10	.....	22·20	.....	35·50

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1875.

TABLE No. 491.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	31·95	33·60	31·50	32·35	28·50	28·60	24·50	23·45	22·95	22·50	23·20	24·85
2	35·25	32·25	30·20	32·75	27·35	28·20	24·15	23·25	22·85	22·70	23·25	27·45
3	35·25	31·70	30·85	33·50	27·35	27·95	24·10	23·20	22·95	22·60	23·10	29·20
4	35·50	31·10	31·20	33·85	26·50	27·75	24·10	23·25	22·95	22·70	22·85	30·50
5	35·70	29·95	30·45	34·00	26·25	27·60	24·20	23·20	22·95	22·75	22·70	31·20
6	35·35	29·70	30·85	34·35	26·20	27·45	24·20	23·20	22·85	22·75	22·60	31·70
7	34·25	29·70	30·85	33·95	26·00	27·25	24·35	23·10	22·85	22·45	22·50	31·70
8	34·25	29·50	30·95	34·10	26·35	27·00	24·20	23·10	22·70	22·35	22·50	31·85
9	33·95	29·20	31·20	33·95	26·20	26·75	24·00	23·10	22·70	22·50	22·45	33·20
10	33·70	28·95	31·20	33·95	26·70	26·75	23·85	23·20	22·85	22·35	22·35	34·45
11	33·95	28·70	31·45	34·00	27·25	26·50	23·85	23·10	22·60	22·45	22·35	34·35
12	33·20	28·95	31·60	34·20	27·85	26·20	23·75	23·00	22·35	22·50	22·25	34·70
13	33·50	28·95	31·45	34·35	28·20	26·00	23·70	23·10	22·25	22·35	22·25	35·00
14	33·70	29·10	31·50	34·35	28·70	25·75	23·60	23·10	22·35	22·25	22·25	36·10
15	33·20	29·25	31·45	34·35	29·20	25·50	23·60	23·10	22·35	22·35	22·35	38·50
16	33·10	29·20	32·45	34·45	29·85	25·45	23·70	23·20	22·50	22·20	22·35	37·25
17	32·45	29·35	31·70	34·70	30·00	25·45	23·70	23·25	22·70	22·05	22·35	38·00
18	32·95	29·70	31·45	34·70	30·25	25·20	23·70	23·25	22·85	22·05	22·20	37·50
19	33·20	29·95	30·50	34·85	30·50	25·00	23·60	23·50	22·85	23·00	22·10	36·70
20	33·70	30·50	30·85	34·45	30·50	24·85	23·60	23·45	22·75	23·00	22·20	35·95
21	33·45	30·10	31·10	34·35	30·50	24·75	23·45	23·60	22·70	22·85	22·20	36·95
22	33·50	29·95	31·85	34·20	30·25	24·70	23·45	23·60	22·70	22·60	22·25	37·70
23	33·20	30·95	32·20	34·10	30·25	24·60	23·50	23·50	22·50	22·70	22·25	37·10
24	32·95	30·85	31·95	33·95	30·20	24·70	23·50	23·25	22·25	22·60	22·20	35·95
25	32·95	30·85	32·20	34·15	29·70	24·75	23·60	23·25	22·20	22·60	22·10	37·20
26	32·10	30·50	32·20	35·75	29·70	24·70	23·60	23·10	22·20	22·70	22·20	36·50
27	31·45	29·95	32·15	36·15	29·50	24·60	23·50	23·10	22·25	22·50	22·25	36·25
28	31·60	29·85	32·35	32·85	29·25	24·60	23·50	23·00	22·35	22·60	22·25	35·55
29	31·85	...	32·35	31·25	29·20	24·45	23·45	23·00	22·25	22·85	22·25	34·75
30	32·35		32·25	29·10	28·95	24·45	23·45	22·95	22·15	23·00	22·85	35·25
31	32·85		32·35		28·75		23·45	22·95	.....	23·20		35·75

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1876.

TABLE No. 492.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	35·70	32·95	33·10	34·85	32·70	32·50	28·10	25·35	23·95	...	23·60	23·15
2	35·45	32·70	33·10	34·75	31·95	32·10	27·95	25·35	23·95	....	23·60	23·15
3	35·20	32·20	32·95	34·60	30·75	32·00	27·75	25·00	23·85	.....	23·70	23·50
4	35·00	31·85	32·85	34·95	31·35	31·75	27·75	25·10	23·95	.....	23·85	23·50
5	34·10	31·85	33·25	34·95	31·25	31·35	27·70	25·00	24·00	....	23·85	23·45
6	34·00	32·20	33·50	33·25	30·10	31·20	27·70	25·00	24·00	.....	23·95	23·45
7	34·20	32·75	33·85	35·50	31·25	30·95	27·70	24·85	23·95	.....	23·85	23·50
8	34·00	33·25	34·75	35·70	31·50	31·20	27·60	24·75	24·00	.....	23·85	23·95
9	34·20	32·50	35·25	35·95	31·85	30·70	27·60	24·60	23·95	.....	23·95	24·45
10	34·50	31·85	34·95	35·95	32·20	30·25	27·60	24·60	23·95	...	24·00	25·00
11	33·70	32·50	34·75	36·00	32·75	30·25	27·70	24·50	23·85	...	24·00	25·50
12	33·20	32·85	34·95	35·95	33·10	30·20	27·60	24·50	23·70	....	23·85	27·00
13	32·10	32·95	35·00	36·20	33·70	29·85	27·60	24·15	23·70	...	23·95	27·35
14	32·10	32·50	34·45	36·25	34·10	29·70	27·45	24·25	23·50	...	24·00	28·70
15	32·50	32·50	33·60	36·55	34·35	29·60	27·25	24·25	23·50	...	24·00	29·10
16	33·00	32·85	33·95	37·10	34·35	29·45	26·85	24·20	23·45	...	24·00	30·50
17	33·45	32·85	33·95	37·60	34·35	29·00	26·75	24·35	23·50	....	23·95	30·95
18	33·70	32·95	34·20	38·70	34·10	29·00	26·75	24·25	23·70	...	23·95	34·20
19	35·20	32·85	34·10	39·35	34·20	29·50	26·60	24·25	23·75	...	23·85	38·45
20	35·50	33·00	34·25	38·95	34·10	29·70	26·45	24·45	23·75	...	23·85	40·60
21	35·35	32·50	34·15	38·70	34·00	29·50	26·45	24·60	23·85	...	23·95	40·20
22	33·25	33·15	34·35	39·35	34·00	29·50	26·10	24·70	23·85	....	23·95	40·50
23	33·10	33·25	34·50	39·50	34·25	29·50	26·10	24·60	23·70	...	24·00	40·50
24	32·95	32·85	34·35	39·85	34·10	29·45	26·00	24·50	23·60	...	24·00	40·10
25	32·45	32·35	35·10	37·70	34·10	29·25	25·95	24·35	23·45	.	23·95	39·45
26	32·45	32·00	34·95	35·85	33·75	29·25	25·95	24·25	23·50	..	23·85	39·70
27	32·70	31·85	34·95	35·25	33·70	28·75	25·85	24·10	23·60	....	23·85	39·45
28	33·10	31·85	34·95	34·75	33·45	28·70	25·75	24·00	23·50	...	23·70	39·25
29	34·20	33·50	34·95	33·95	33·35	28·45	25·75	24·00	23·45	..	23·60	39·25
30	33·00	.	34·75	32·60	33·25	.....	25·50	24·00	23·50	..	23·70	39·10
31	32·50		34·95	.	32·70	.. ..	25·45	23·95	.....	..	.. ..	39·00

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1877.

TABLE No. 493.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	37·70		33·85	35·50	26·95	24·95	23·85	23·60	22·85	22·20	22·10	23.50
2	37·70		33·85	35·75	26·95	24·75	23·95	23·45	22·75	22·20	22·25	23.50
3	37·20		34·00	35·85	26·85	24·75	24·00	23·25	22·85	22·10	22·15	23.45
4	37·20		34·20	36·00	26·70	24·85	24·00	23·20	22·75	22·25	22·35	23.45
5	36·95		34·20	36·20	26·45	24·70	23·95	23·10	22·75	22·20	22·15	23.35
6	37·00		34·00	36·10	26·35	24·60	23·85	23·10	22·95	22·10	22·15	23.45
7	37·00		34·00	36·25	26·20	24·25	23·85	23·25	22·75	22·10	22·60	23.60
8	37·75		33·95	36·25	26·10	24·45	23·75	23·10	22·70	22·00	22·50	23.60
9	38·00		33·95	36·10	26·20	24·35	23·75	23·20	22·60	22·20	22·60	23.50
10	37·00		33·95	36·25	25·95	24·20	23·85	23·35	22·50	22·35	22·45	23.50
11	37·10		34·00	36·50	25·85	24·20	24·00	23·35	22·60	22·45	22·60	23.60
12	36·95		33·95	36·75	25·75	24·20	24·00	23·45	22·60	22·45	22·60	23.60
13	36·70		33·75	37·00	25·45	24·10	23·95	23·35	22·50	22·50	22·50	23.50
14	36·20		33·60	34·95	25·35	24·10	23·95	23·35	22·60	22·50	22·45	23.50
15	35·00		33·95	33·45	25·20	24·20	23·85	23·45	22·60	22·60	22·35	23.50
16	35·50		33·75	31·60	25·10	24·20	23·85	23·45	22·45	22·45	22·35	23.45
17	35·20		33·10	30·95	25·20	24·20	23·95	23·35	22·35	22·25	22·35	23.50
18	35·35		33·25	29·75	25·35	24·10	23·75	23·25	22·35	22·10	22·50	23.35
19	35·20		32·95	27·35	25·10	24·20	23·70	23·10	22·25	22·10	22·85	23.25
20	35·45		32·95	26·85	25·20	24·10	23·75	23·00	22·25	22·10	22·70	23.35
21	35·15		33·10	26·85	25·25	24·10	23·70	23·00	22·25	22·20	22·70	23.35
22	34·95		34·35	26·75	25·20	24·00	23·70	23·10	22·35	22·00	22·50	23 25
23	34·95		33·75	26·85	25·10	23·95	23·60	23·00	22·35	22·00	22·50	23.20
24	34·50		33·95	26·75	25·20	23·95	23·60	22·95	22·10	22·00	22·85	23.10
25	34·10		33·95	26·70	25·25	24·10	23·70	23·00	22·10	22·10	22·85	22.95
26	34·15		33·75	26·85	25·25	24·00	23·70	23·10	22·20	22·25	22·95	22.85
27	35·00		34·10	26·95	25·20	24·20	23·70	23·10	22·20	22·00	23·10	22.95
28	35·45		34·50	26·85	25·25	24·10	23·75	23·10	22·10	21·85	23·25	22.85
29	35·20		35·45	26·95	25·20	23·95	23·70	22·85	22·20	21·85	23·50	22.95
30	35·15		35·45	26·85	25·00	23·85	23·60	22·85	22·20	22·00	23·50	22.85
31	35·50		35·35		24·95		23·60	22·95		22·10		22.75

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1878.

TABLE No. 494.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	7Nov.	Dec.
1	22·75	39·20	34·20	25·70	26·00	25·35	24·20	23·85	23·70	23·70	25·70	25·50
2	22·85	38·20	34·10	25·35	26·10	25·35	24·20	23·95	23·75	23·60	25·70	25·85
3	22·85	38·10	34·95	25·35	26·10	25·45	24·35	23·95	23·75	23·70	25·95	25·85
4	23·35	38·45	34·95	25·10	25·95	25·35	24·45	24·00	23·85	23·70	25·85	25·70
5	23·85	38·95	34·20	24·95	26·00	25·25	24·45	24·00	23·85	23·70	25·75	25·70
6	25·45	38·75	34·95	24·85	26·20	25·25	24·35	23·85	23·95	23·60	25·50	25·75
7	26·25	37·75	34·85	24·85	26·35	25·20	24·25	24·00	23·75	23·50	25·10	25·50
8	28·20	37·85	34·85	24·75	26·60	25·00	24·25	23·95	23·85	23·45	25·10	25·25
9	31·35	37·60	35·25	24·75	26·60	25·00	24·20	23·95	23·75	23·45	25·25	25·10
10	31·45	37·10	35·35	24·50	26·95	24·85	24·00	24·00	23·50	23·60	25·35	25·25
11	32·60	36·35	35·00	24·60	26·75	24·85	24·00	23·95	23·50	23·60	25·10	26·25
12	32·60	35·45	34·60	24·85	26·70	24·75	23·95	24·00	23·45	23·75	25·25	26·50
13	32·25	36·45	34·35	25·10	26·85	24·85	23·85	24·00	23·45	23·75	24·85	26·85
14	31·95	36·35	34·45	25·75	26·75	24·95	23·85	24·10	23·25	23·70	25·20	26·85
15	31·95	36·10	34·50	26·10	26·70	24·75	23·95	24·20	23·25	23·70	24·95	26·60
16	31·95	36·00	34·50	26·00	26·45	24·70	23·85	24·25	23·35	23·60	24·95	26·10
17	33·95	35·70	34·45	25·85	26·45	24·70	23·85	24·25	23·35	23·70	24·75	26·00
18	34·60	35·50	34·85	25·70	26·35	24·60	23·95	24·25	23·25	23·85	24·75	25·70
19	36·70	34·95	35·35	25·85	26·20	24·60	23·85	24·35	23·25	24·00	24·70	26·10
20	36·50	34·95	32·85	25·75	26·00	24·50	23·85	24·25	23·45	24·00	24·70	26·25
21	35·70	35·35	30·50	25·70	25·75	24·50	23·75	24·35	23·45	23·95	24·60	26·20
22	36·10	35·60	29·45	25·70	26·00	24·20	23·75	24·25	23·45	24·25	24·85	26·50
23	36·45	35·45	28·85	25·75	25·75	24·35	23·75	24·10	23·50	24·25	25·10	27·50
24	37·10	35·45	28·45	25·70	25·95	24·35	23·70	24·00	23·45	24·50	25·45	27·50
25	39·00	35·50	28·10	25·45	25·75	24·50	23·85	23·85	23·25	24·70	25·45	27·35
26	38·85	35·35	27·95	25·50	25·70	24·50	23·70	23·85	23·25	24·85	25·60	27·50
27	39·70	35·10	27·70	25·50	25·70	24·35	23·75	23·75	23·45	25·00	25·45	27·50
28	39·20	35·20	27·25	25·45	25·60	24·25	23·75	23·75	23·60	25·10	25·70	26·70
29	39·95		26·95	25·60	25·60	24·35	23·85	23·75	23·50	25·35	25·50	26·85
30	39·70		26·70	26·00	25·50	24·25	23·85	23·70	23·70	25·50	25·25	26·95
31	39·50		26·00		25·50		23·85	23·70		25·70		27·50

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1879.

TABLE No. 495.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	26·35	38·85	34·10	34·25	28·20	28·10	25·35	24·20	22·75	22·60	21·50	21·70
2....	26·20	38·50	34·15	34·25	28·35	28·10	25·10	24·20	22·75	22·50	21·50	21·85
3....	26·25	38·00	34·95	34·60	28·60	27·95	25·10	24·10	22·70	22·50	21·50	22·25
4....	26·35	37·60	35·25	34·15	28·85	27·60	24·95	24·10	22·70	22·45	21·60	21·95
5....	26·10	38·10	35·15	34·35	29·10	27·45	25·00	24·00	22·75	22·45	21·50	22·20
6....	25·85	37·70	34·25	35·25	29·10	27·45	24·95	23·95	22·85	22·45	21·35	22·25
7....	25·50	37·10	33·95	35·85	29·35	27·10	24·75	23·85	22·75	22·45	21·20	22·45
8....	25·35	37·25	34·10	35·15	29·45	27·00	24·70	23·85	22·85	22·50	21·10	22·60
9....	25·10	36·75	34·70	35·20	29·35	26·85	24·50	23·70	22·85	22·45	21·10	22·75
10....	25·25	35·95	34·75	34·95	29·45	26·85	24·70	23·70	22·75	22·50	21·35	22·75
11....	25·45	35·95	34·85	34·60	29·45	26·85	24·60	23·50	22·70	22·50	21·60	22·95
12....	25·25	36·45	34·85	34·50	29·25	26·70	24·15	23·15	22·60	22·60	21·35	23·20
13....	25·10	36·25	34·70	34·85	29·10	26·50	24·45	23·25	22·50	22·50	21·35	23·35
14....	25·60	35·85	34·85	34·95	29·10	26·50	24·35	23·20	22·50	22·35	21·20	23·60
15....	25·50	36·00	34·75	35·10	29·15	26·35	24·25	23·10	22·60	22·20	21·35	23·50
16....	24·70	36·35	34·45	35·60	29·70	26·45	24·25	22·85	22·50	21·95	21·95	23·60
17....	26·10	36·10	34·25	35·95	29·70	26·45	24·35	22·85	22·50	22·00	22·70	23·60
18....	25·95	35·70	34·10	38·10	29·95	26·25	24·45	22·95	22·60	22·00	22·70	23·70
19....	29·50	35·10	34·35	39·95	29·70	26·00	24·25	22·85	22·60	22·10	22·00	23·95
20....	30·95	35·10	34·15	38·10	31·20	26·00	24·20	22·85	22·75	22·10	22·10	24·70
21....	31·15	35·20	34·25	37·45	31·25	25·85	24·20	23·00	22·75	22·00	22·25	25·95
22....	33·00	35·00	33·95	35·75	31·10	25·85	24·25	22·95	22·70	21·85	22·45	28·00
23....	33·15	35·20	34·20	34·45	30·95	26·60	24·25	22·95	22·70	21·75	22·25	29·95
24....	33·35	35·50	34·10	33·25	30·70	25·50	24·35	22·95	22·60	21·85	22·10	31·20
25....	34·15	35·25	34·35	30·95	30·25	25·45	24·40	22·95	22·50	21·70	22·10	32·15
26....	35·10	35·25	34·00	29·15	30·20	25·45	24·25	23·10	22·50	21·60	22·35	33·95
27....	36·15	34·70	34·20	28·35	29·60	25·35	24·25	23·00	22·35	21·50	22·00	35·10
28....	39·00	33·95	34·15	28·10	29·25	25·35	24·20	22·95	22·35	21·60	21·85	37·95
29....	38·70	.....	35·25	28·00	29·00	25·35	24·20	22·95	22·45	21·75	21·85	37·45
30....	38·85	....	35·70	28·20	28·70	25·25	24·25	22·85	22·45	21·85	21·95	37·95
31....	39·00	.	34·50	.	29·35	....	24·25	22·85	..	21·95	..	37·95

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1880.

TABLE No. 496.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	37·60	35·50	33·00	31·95	27·95	28·35	25·50	24·00	22·50	22·45	22·35	23·25
2....	38·00	35·45	33·50	32·45	27·70	28·35	25·50	24·00	22·45	21·95	22·50	23·45
3....	37·95	35·50	33·95	32·70	27·70	28·25	25·45	23·95	22·60	22·00	22·75	23·45
4....	37·95	33·60	34·20	33·35	27·70	28·10	25·25	23·85	22·70	22·20	22·85	23·95
5....	37·45	33·25	33·95	34·50	27·85	27·95	25·20	23·85	22·70	22·35	22·85	23·95
6....	37·10	33·85	33·85	37·10	27·70	27·70	25·25	23·70	22·70	22·35	22·85	23·70
7....	36·85	33·50	33·85	39·25	27·70	27·60	25·20	23·60	22·75	22·25	23·00	23·75
8....	37·00	34·20	33·60	37·20	27·95	27·50	25·10	23·70	22·75	22·50	23·10	23·95
9....	37·20	34·00	33·50	35·50	28·10	27·50	24·95	23·70	22·70	22·45	23·25	24·10
10....	37·70	32·75	33·45	33·85	28·25	27·45	24·70	23·75	22·70	22·45	23·85	24·45
11....	37·00	32·85	33·35	33·15	28·45	27·15	24·75	23·70	22·60	22·15	24·10	24·70
12....	36·00	31·00	33·35	32·50	28·70	27·45	24·70	23·60	22·60	22·50	24·45	25·20
13....	35·95	34·75	32·45	31·00	28·85	27·15	24·70	23·45	22·15	22·50	24·70	26·10
14....	35·45	34·45	32·45	31·45	29·10	27·45	24·60	23·35	22·50	22·15	24·70	27·35
15....	34·85	33·50	32·60	30·85	29·45	27·25	24·50	23·35	22·60	22·25	24·75	27·20
16....	36·75	33·70	33·35	30·10	29·35	27·25	24·35	23·20	22·60	22·25	24·75	27·25
17....	36·20	33·45	32·75	29·95	29·50	27·25	24·35	22·95	22·60	22·35	24·75	27·20
18....	36·15	33·75	32·75	29·70	29·45	26·95	24·25	22·95	22·50	22·35	24·70	27·15
19....	37·85	33·70	32·85	29·35	29·50	26·75	24·20	23·00	22·60	22·25	24·75	27·70
20....	35·20	32·50	32·95	29·10	29·15	26·70	24·20	23·00	22·50	22·50	24·50	28·10
21....	34·60	32·35	32·70	29·35	29·45	26·70	24·25	23·20	22·60	22·50	24·35	29·00
22....	34·00	33·00	32·50	29·15	29·50	26·70	24·25	23·20	22·50	22·70	24·10	30·20
23....	34·25	34·00	32·35	29·60	29·35	26·60	24·35	23·10	22·45	22·85	24·10	31·50
24....	36·50	33·20	32·00	29·45	29·25	26·45	24·25	23·10	22·35	22·85	24·00	32·10
25....	34·50	32·45	31·45	29·35	29·35	26·50	24·20	22·95	22·35	22·75	23·95	33·20
26....	35·25	33·45	31·15	29·10	29·35	26·25	24·35	22·95	22·35	22·60	23·95	33·95
27....	35·50	33·75	31·95	28·95	29·25	26·10	24·35	22·70	22·25	22·45	23·70	34·50
28....	35·70	33·75	31·50	29·15	29·25	25·95	24·15	22·60	22·10	22·50	23·50	34·95
29....	34·35	34·10	31·95	28·25	29·10	25·70	24·25	22·60	22·00	22·35	23·20	37·10
30....	34·10	.	31·50	27·95	28·95	25·60	24·20	22·50	22·00	22·20	23·20	36·75
31....	35·10	.	31·70	. .	28·60	..	24·00	22·60	.	22·20	..	35·85

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1881.

TABLE No. 497.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	36·10	30·45	30·45	32·45	24·85	26·95	23·85	23·10	22·00	21·45	21·50	21·85
2	35·85	30·70	30·75	32·10	25·20	26·60	23·75	23·10	22·10	21·45	21·50	21·75
3	35·60	30·20	30·75	31·95	25·75	26·45	23·75	23·00	22·00	21·35	21·25	21·85
4	34·50	29·70	30·95	32·00	25·75	26·20	23·75	23·00	22·00	21·45	21·50	21·95
5	34·10	30·10	30·95	32·10	25·85	26·20	23·75	22·95	22·00	21·45	21·45	21·75
6	34·50	30·50	30·70	31·95	25·85	26·00	23·70	23·00	22·10	21·10	21·50	21·75
7	34·85	31·20	30·95	32·20	25·95	25·70	23·60	23·20	22·00	21·20	21·60	21·85
8	34·45	30·95	30·70	31·95	26·10	25·60	23·45	22·95	22·20	21·25	21·60	21·95
9	33·95	31·70	30·95	32·10	25·95	25·60	23·45	22·85	22·10	21·35	21·60	21·85
10	34·10	31·35	30·95	32·45	26·20	25·35	23·25	23·00	22·10	21·50	21·70	21·95
11	33·85	31·35	31·35	33·70	26·00	25·25	23·25	22·95	22·10	21·60	21·75	21·85
12	33·85	31·50	31·60	34·70	26·50	25·10	23·35	23·00	22·00	21·45	21·75	21·70
13	33·70	31·50	31·60	35·85	26·75	24·95	23·25	22·95	22·00	21·25	21·85	21·75
14	33·85	31·25	31·45	33·85	27·00	24·85	23·45	23·00	22·10	21·35	21·85	21·85
15	33·85	30·95	31·25	31·70	27·45	24·95	23·45	23·00	21·75	21·20	22·00	21·95
16	33·35	31·20	31·45	30·00	27·70	24·95	23·35	22·85	21·60	21·25	21·95	21·95
17	32·20	30·95	31·70	29·10	28·35	24·70	23·45	22·85	21·60	21·60	21·85	22·00
18	31·85	30·95	31·85	28·10	28·20	24·60	23·35	22·70	21·50	21·60	21·75	22·00
19	31·95	30·85	32·00	27·50	28·20	24·45	23·20	22·45	21·60	21·35	21·95	22·10
20	31·10	30·45	32·50	27·10	28·10	24·50	23·10	22·45	21·60	21·25	21·85	22·00
21	31·15	29·95	32·70	25·85	28·20	24·45	23·25	22·50	21·50	21·25	21·70	22·10
22	31·45	30·35	32·95	24·75	28·35	24·25	23·35	22·50	21·35	21·45	21·85	21·95
23	31·50	30·95	34·20	24·45	28·20	24·25	23·25	22·50	21·45	21·50	21·95	22·20
24	31·10	30·35	34·20	24·10	27·85	24·25	23·20	22·45	21·50	21·60	21·85	21·95
25	31·35	29·95	33·95	23·75	28·00	24·00	23·20	22·35	21·50	21·50	21·85	21·85
26	31·50	29·95	33·70	23·50	28·00	23·95	23·20	22·25	21·45	21·50	21·70	21·85
27	31·60	30·10	33·45	23·00	27·50	23·95	23·20	22·20	21·50	21·45	21·85	22·00
28	30·10	30·25	33·20	23·95	27·20	23·85	23·25	22·35	21·50	21·35	21·95	21·95
29	29·95	...	33·20	24·10	27·00	23·95	23·25	22·25	21·60	21·45	21·85	21·95
30	30·10	...	33·00	24·50	26·95	24·00	23·20	22·10	21·45	21·50	21·75	22·10
31	30·45	...	33·45	...	26·85	...	23·20	21·95	...	21·45	.....	22·20

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1882.

TABLE No. 498.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	22·45	37·70	34·75	36·70	25·85	28·60	27·35	25·35	24·70	24·25	22·95	22·60
2	22·70	37·95	35·70	36·85	26·10	28·50	27·25	25·25	24·60	24·35	22·85	22·60
3	22·95	38·20	36·25	34·75	26·00	28·75	27·45	25·25	24·50	24·10	22·85	22·50
4	24·20	36·45	36·50	34·45	26·10	28·95	27·35	25·00	24·50	23·75	22·95	22·25
5	24·95	35·95	36·60	31·45	26·10	29·10	27·45	24·85	24·60	23·70	22·75	22·20
6	26·70	36·00	36·25	30·10	26·00	29·20	27·45	24·85	24·45	23·50	22·75	22·20
7	27·95	35·75	36·00	29·20	25·95	29·10	27·20	24·85	24·25	23·50	22·45	22·25
8	28·75	35·95	35·20	29·10	25·85	29·10	27·10	24·70	24·25	23·20	22·50	22·45
9	29·35	35·95	35·10	28·75	26·00	29·00	26·95	24·75	24·20	23·20	22·50	22·60
10	28·00	36·50	35·10	27·95	26·00	29·00	26·85	24·70	24·10	23·25	22·60	23·20
11	28·00	35·85	34·50	26·95	26·25	28·85	26·70	24·70	24·20	23·20	22·70	23·75
12	28·35	35·85	34·45	26·20	26·20	28·60	26·50	24·50	24·20	23·20	22·75	24·10
13	29·35	36·25	34·25	25·95	26·20	28·50	26·60	24·60	23·95	23·10	22·85	24·25
14	29·95	36·10	33·50	25·60	26·35	28·25	26·50	24·50	23·70	23·10	22·95	24·75
15	30·20	36·20	33·60	25·35	26·95	28·20	26·25	24·60	23·95	23·25	23·00	25·70
16	30·50	36·25	33·50	25·20	26·95	28·00	26·20	24·70	24·00	23·35	23·10	26·85
17	31·00	36·35	33·10	25·10	27·10	28·00	26·00	24·60	23·95	23·25	23·20	27·95
18	31·35	31·75	32·75	25·00	27·25	27·95	25·85	24·75	23·85	23·20	23·20	28·75
19	32·20	34·25	33·35	25·25	27·20	28·00	25·95	24·75	23·75	23·10	23·25	30·45
20	33·15	33·85	33·35	25·60	27·25	27·95	25·75	24·85	24·10	23·10	23·20	31·70
21	33·15	33·95	33·20	26·20	27·35	27·95	25·70	24·75	24·10	22·95	23·00	32·95
22	34·85	33·75	33·00	26·20	27·35	27·85	25·60	24·85	24·00	22·75	23·20	33·75
23	37·20	34·10	33·45	26·25	27·70	27·75	25·45	24·85	24·20	22·75	23·00	35·85
24	39·45	34·50	33·45	26·10	27·75	27·75	25·35	24·95	24·25	22·95	23·20	35·70
25	39·35	34·50	32·95	26·35	27·95	27·60	25·20	24·95	24·25	22·95	23·25	34·95
26	38·60	34·50	33·25	26·00	27·85	27·60	25·20	24·95	24·25	22·95	23·35	34·00
27	39·50	35·10	33·10	26·00	28·10	27·60	25·25	24·85	24·35	22·85	23·10	34·60
28	38·35	34·95	33·35	25·85	28·45	27·60	25·25	24·75	24·25	22·95	23·00	34·20
29	38·10	...	33·75	25·75	28·35	27·60	25·35	24·70	24·35	22·75	22·75	34·45
30	37·50	...	34·85	25·85	28·25	27·35	25·35	24·70	24·45	22·85	22·70	34·75
31	37·35	...	36·95	.....	28·45	.....	25·45	24·60	.....	22·85	....	34·45

SESSIONAL PAPER No. 19a

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1883.

TABLE No. 499.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	34·20	31·95	31·20	31·70	26·85	28·75	27·25	26·25	24·10	23·75	23·95	24·75
2	34·10	30·60	31·45	31·60	26·70	28·75	27·20	26·00	24·20	23·85	23·85	24·70
3	32·95	30·95	30·95	31·85	26·50	28·70	27·35	26·10	24·25	23·75	23·85	24·50
4	33·70	30·95	30·85	31·85	26·50	28·35	27·50	26·00	24·10	23·75	23·95	24·60
5	33.25	29·95	30·60	32·10	27·60	28·20	27·70	25·95	24·00	23·95	23·75	24·60
6	32·95	29·95	30·15	32·20	26·70	28·00	27·60	25·95	23·95	23·75	23·85	24·70
7	32·95	30·45	30·95	32·20	26·85	27·85	27·95	25·75	23·95	23·70	24·00	24·60
8	32·45	30·95	30·35	32·60	26·75	27·75	28·20	25·75	24·00	23·50	23·95	24·50
9	33·25	30·95	30·35	33·10	27·00	27·85	27·95	25·70	24·10	23·45	23·95	24·45
10	32·95	30·45	31·45	33·45	27·20	27·85	27·75	25·70	23·95	23·35	23·95	25·10
11	32·20	30·35	32·10	34·20	27·50	27·75	27·35	25·60	23·85	23·50	24·00	24·85
12	31·95	30·35	30·85	35·20	27·20	27·75	27·20	25·50	23·70	23·45	24·10	24·85
13	30·95	30·35	32·35	35·60	27·10	27·85	27·20	25·50	23·70	23·50	24·00	24·70
14	31·95	30·85	32·35	35·95	27·20	27·85	27·10	25·25	23·70	23·50	24·10	24·85
15	31·25	30·70	32·35	37·10	27·45	27·70	26·95	25·20	23·60	23·70	24·25	24·70
16	30.95	30·20	31·25	38·45	27·20	27·50	26·85	25·00	23·75	23·60	24·35	24·75
17	31·45	31.45	31·35	38·45	27·20	27·50	26·75	24·85	24·00	23·50	24·25	24·95
18	31.95	30·50	32·25	38·10	27·20	27·50	26·85	24·75	23·95	23·50	24·25	25·70
19	31·25	31·25	31·85	38·20	26·95	27·45	27·00	24·75	23·95	23·45	24·20	26·25
20	30·95	30·95	31·70	38·50	26·75	27·75	27·00	24·95	23·95	23·70	24·20	27·20
21	32·35	30·95	30·85	38·20	26·95	27·95	26·95	24·75	23·95	24·00	24·00	28·60
22	31·50	31·00	31·45	37·00	26·95	27·95	26·95	24·95	23·85	23·95	23·95	29·50
23	30·95	30·95	31·60	36·95	27·20	27·85	27·10	24·85	23·75	23·75	24·00	30·85
24	29·95	30·75	31·70	34·75	27·50	27·95	27·10	24·70	23·85	23·70	23·95	33·35
25	30·75	30·85	31·60	33·50	27·85	27·85	26·95	24·70	23·75	23·70	24·00	36·95
26	28·75	31·25	31·85	32·95	27·95	27·75	26·75	24·70	23·75	23·60	24·20	38·20
27	31·60	30·45	32·35	30·95	28·20	27·70	26·70	24·50	23·60	23·50	24·35	37·45
28	31·45	30·75	32·45	29·85	28·25	28·60	26·50	24·35	23·70	23·45	24·50	37·70
29	31·70		31·95	28·75	28·25	27·35	26·45	24·25	23·75	23·50	24·60	39·45
30	31·60		31·95	27·95	28·35	27·45	26·35	24·35	23·85	23·60	24·95	38·85
31	32·50		31·85		28·25		26·20	24·25		23·60		44·50

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1884.

TABLE No. 500.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	41·60	38·95	36·60	40·70	26·95	28·25	25·20	24·45	23·70	23·25	23·75	23·20
2	41·75	37·25	35·95	40·75	28·85	28·20	25·25	24·50	23·75	23·35	23·85	23·10
3	43·70	37·25	36·70	39·85	28·95	28·00	25·20	24·50	23·70	23·20	23·95	23·10
4	43·25	36·75	36·00	39·50	29·00	27·95	25·25	24·60	23·60	23·10	24·10	22·95
5	42·70	36·35	35·70	39·95	29·20	27·75	25·10	24·60	23·70	23·20	24·25	23·10
6	41·85	36·75	35·95	39·70	29·35	27·70	25·10	24·75	23·70	23·35	24·45	23·25
7	41·35	36.95	36·25	39·20	29·45	27·60	25·20	24·85	23·70	23·50	24·25	23·50
8	41·10	36·85	36·20	38·95	29·35	27·25	25·25	24·95	23·70	23·45	24·25	24·25
9	41·75	36·75	35·70	38·75	29·35	27·25	25·45	24·95	23·70	23·45	24·10	25·15
10	42·35	36·95	35·60	38·75	29·70	27·35	25·25	25·00	23·60	23·35	23·95	24·80
11	41·75	36·70	34·95	38·85	30·00	26·70	25·10	24·95	23·70	23·20	23·75	24·75
12	40·70	36·45	35·70	41·50	30·10	26·70	24·95	24·85	23·70	23·10	23·75	24·95
13	40·70	36·50	35·50	42·00	30·00	26·75	24·85	24·75	23·60	23·20	23·60	24·55
14	40·70	37·35	35·95	41·95	29·95	26·70	24·95	24·75	23·45	23·10	23·50	24·35
15	39·95	36·70	35·70	42·45	29·95	26·45	24·95	24·70	23·25	23·20	23·60	24·35
16	40·20	36·50	35·60	43·10	29·95	26·25	25·00	24·60	23·20	23·10	23·50	24·20
17	39·70	37·20	35·95	42·45	29·95	26·25	24·85	24·45	23·25	23·20	23·50	24·20
18	39·95	37·95	35·70	41·60	30·00	26·20	24·85	24·25	23·35	23·20	23·50	24·35
19	38·95	37·50	35·85	37·70	29·85	26·35	24·70	24·25	23·35	23·25	23·35	25·15
20	38·00	37·75	36·25	33·95	29·70	26·20	24·70	24·20	23·25	23·10	23·20	25·45
21	37·75	36·25	35·95	32·45	29·70	26·10	24·75	24·20	23·20	23·20	23·10	26·70
22	37·60	36·70	36·20	30·95	29·85	26·25	24·75	24·10	23·25	23·20	23·20	28·20
23	37·70	37·95	36·60	29·75	29·75	26·00	24·70	24·20	23·25	23·20	23·00	29·75
24	37·95	36·95	37·00	29·45	29·60	25·85	24·75	24·10	23·10	23·25	23·00	30·60
25	37·70	36·70	37·60	29·40	29·70	25·95	24·85	24·00	23·20	23·25	23·10	31·10
26	37·20	36·75	38·45	28·70	29·60	26·00	24·75	23·95	23·20	23·20	23·20	35·70
27	37·00	36·95	39·20	28·50	29·70	25·85	24·50	24·00	23·10	23·40	23·35	36·50
28	37·00	37·85	39·50	28·10	29·60	25·60	24·50	23·95	23·20	23·25	23·50	38·20
29	36·60	37·50	40·10	28·85	29·20	25·50	24·50	23·85	23·25	23·45	23·60	39·25
30	36·25		40·25	28·95	28·95	25·45	24·45	23·75	23·25	23·60	23·60	39·85
31	38·70		39·70		28·50		24·50	23·75		23·60		38·50

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1885.

TABLE No. 501.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	37·75	35·60	33·70	32·60	39·70	28·60	27·00	25·00	23·85	23·75	24·35	24·35
2....	38·50	35·10	33·75	31·85	39·75	27·85	27·10	25·20	23·95	23·60	24·50	24·25
3....	37·25	34·35	32·75	32·35	37·10	28·75	27·10	24·95	23·75	23·50	24·70	24·10
4....	39·35	34·10	32·75	32·25	34·25	28·70	27·00	24·95	23·70	23·50	24·75	24·10
5....	39·25	34·35	33·20	32·50	32·25	28·60	26·85	24·85	23·70	23·45	24·85	24·00
6....	10·85	33·95	32·60	32·60	30·35	28·35	26·95	24·85	23·60	23·45	24·75	23·95
7....	10·95	33·85	32·45	32·45	29·50	28·10	26·70	24·75	23·50	23·50	24·95	23·85
8....	10·10	33·95	32·50	33·20	28·85	28·10	26·70	24·75	23·60	23·45	25·20	23·75
9....	39·60	34·10	32·00	32·85	28·95	27·95	26·50	24·70	23·70	23·45	25·45	23·85
10....	38·95	34·70	32·95	33·00	28·75	27·85	26·60	24·75	23·75	23·35	25·60	23·95
11....	38·50	34·75	31·75	34·20	29·00	27·70	26·75	24·75	23·70	23·35	25·60	23·95
12....	39·60	33·85	32·10	34·45	29·10	27·60	26·85	24·75	23·75	23·20	25·70	24·20
13....	37·60	34·10	31·75	34·75	29·25	27·35	26·75	24·60	23·85	23·20	25·70	24·35
14....	37·35	33·50	31·75	35·10	29·25	27·35	26·70	24·60	23·95	23·20	25·60	24·45
15....	37·95	33·70	31·70	35·25	29·45	27·20	26·75	24·70	23·85	23·25	25·50	24·45
16....	37·70	32·50	32·10	35·75	29·45	27·10	26·70	24·60	23·75	23·35	25·25	24·75
17....	37·60	34·25	31·95	36·00	29·35	27·00	26·70	24·50	23·75	23·45	25·10	25·20
18....	37·20	33·25	31·25	36·45	29·45	26·85	26·60	24·45	23·70	23·25	25·20	25·70
19....	36·45	33·20	31·60	36·75	29·50	26·75	26·45	24·50	23·70	23·25	25·20	26·60
20....	35·75	33·35	31·70	37·20	29·45	26·70	26·25	24·45	23·60	23·20	25·10	27·95
21....	34·95	33·85	31·25	37·70	29·35	26·75	26·25	24·25	23·50	23·50	25·00	28·60
22....	35·35	33·20	30·70	38·20	29·25	26·70	26·10	24·20	23·70	24·45	25·10	28·95
23....	34·60	33·20	31·50	39·25	29·25	26·50	25·95	24·20	23·85	24·60	25·25	29·85
24....	34·50	32·35	31·85	43·10	29·10	26·60	25·75	24·10	23·85	24·85	25·25	31·95
25....	35·70	32·70	32·70	43·70	29·10	26·85	25·75	24·10	23·70	24·50	25·20	32·25
26....	36·25	33·35	31·70	44·20	29·00	26·75	25·75	24·00	23·75	24·45	25·25	32·75
27....	35·60	33·25	32·60	43·60	28·85	26·75	25·70	24·00	23·85	24·25	24·95	33·70
28....	35·20	33·50	32·50	41·75	28·95	26·85	25·60	23·95	23·75	24·35	24·70	34·45
29....	35·00	.....	31·70	41·20	28·70	27·00	25·45	23·75	23·85	24·35	24·45	34·45
30....	34·75	.....	32·10	41·20	28·50	27·10	25·45	23·75	23·75	24·45	24·45	35·60
31....	35·60	.....	32·60	.....	28·60	.....	25·35	23·85	.....	24·50	.....	36·45

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1886.

TABLE No. 502.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	35·45	39·45	34·00	36·60	30·75	27·35	26·25	25·20	23·95	23·95	23·70	23·75
2....	33·70	38·45	34·00	38·35	30·70	27·35	26·10	25·10	23·95	23·95	23·60	23·70
3....	34·00	38·70	34·20	38·95	30·50	27·25	26·00	25·10	23·85	23·85	23·60	23·75
4....	33·70	38·50	34·50	38·60	30·45	27·10	26·10	25·10	23·85	23·85	23·60	23·85
5....	33·95	38·00	34·95	38·70	30·20	27·10	26·20	25·10	23·75	23·95	23·35	23·95
6....	35·45	37·25	35·95	38·45	30·20	27·20	26·00	25·00	23·85	23·85	23·45	24·50
7....	38·95	37·50	35·95	37·85	30·25	27·00	26·00	24·95	23·70	23·75	23·50	25·60
8....	40·50	37·95	35·70	37·10	30·35	26·95	25·95	24·85	23·60	23·60	23·45	27·50
9....	41·60	38·75	35·25	36·75	30·00	26·85	25·70	24·75	23·70	23·50	23·35	29·35
10...	44·85	38·35	34·95	37·45	29·95	26·95	25·75	24·50	23·60	23·50	32·50	29·75
11....	45·20	37·50	34·60	37·60	29·70	27·00	25·50	24·50	23·60	23·50	23·70	30·25
12....	44·25	38·20	35·45	37·85	29·60	26·95	25·45	24·50	23·50	23·60	23·70	30·25
13....	43·70	37·95	35·45	38·35	29·35	26·95	25·35	24·35	23·50	23·60	23·60	30·20
14....	43·35	38·10	34·85	38·45	29·60	26·85	25·35	24·45	23·50	23·50	23·50	30·35
15....	43·10	38·00	34·50	39·10	29·35	26·75	25·20	24·35	23·60	23·60	23·35	30·35
16....	42·50	37·95	35·20	41·20	29·10	26·75	25·20	24·35	23·50	23·75	23·35	30·70
17....	41·85	37·25	35·00	45·50	28·95	26·70	25·10	24·50	23·60	23·70	23·35	31·60
18....	43·25	37·75	34·95	48·80	28·75	26·85	25·20	24·45	23·60	23·60	23·50	32·20
19....	41·95	37·35	34·35	48·70	28·70	26·75	25·25	24·25	23·70	23·60	23·50	33·70
20....	41·75	38·10	34·75	44·70	28·60	26·70	25·20	24·20	23·70	23·45	24·00	33·85
21....	41·25	36·60	34·85	35·75	28·35	26·75	25·25	24·00	23·75	23·50	24·20	34·45
22....	41·10	36·60	35·20	33·95	28·10	26·60	25·20	23·95	23·70	23·50	24·35	35·10
23....	40·95	36·95	35·35	32·15	28·20	26·50	25·10	24·00	23·60	23·70	24·20	34·95
24....	40·45	36·25	35·50	32·20	28·20	26·35	25·10	24·00	23·50	23·60	24·20	34·95
25....	39·95	35·45	35·25	31·95	28·00	26·35	25·00	24·00	23·50	23·60	24·35	34·50
26....	40·00	35·35	35·85	31·70	27·85	26·25	25·00	23·85	23·60	23·85	24·45	34·95
27....	39·85	34·75	35·25	31·70	27·75	26·25	25·25	23·75	23·70	23·75	24·35	37·25
28....	39·70	34·35	35·20	31·45	27·75	26·35	25·25	23·85	23·75	23·60	24·20	39·20
29....	39·45	.....	35·25	31·35	27·70	26·20	25·20	23·75	23·95	23·60	23·95	38·95
30....	39·10	.....	35·85	31·10	27·75	26·35	25·20	23·75	23·95	23·70	23·85	39·00
31....	38·95	.....	35·95	.....	27·60	.....	25·20	23·85	.....	23·85	.....	38·20

SESSIONAL PAPER No. 19a

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1887.

TABLE No. 503.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	38·10	34·95	34·95	35·35	32·45	28·25	25·25	24·25	23·00	22·10	21·75	21·95
2....	37·35	34·10	34·75	35·35	31·70	28·10	25·20	24·25	23·00	22·20	21·70	21·85
3....	37·10	33·75	34·60	35·45	31·95	28·10	25·20	24·20	23·10	22·10	21·85	21·75
4....	36·70	33·25	35·25	35·75	30·95	28·25	25·10	24·10	23·10	22·25	21·75	21·70
5....	36·60	33·75	35·25	35·70	31·50	28·10	25·10	24·10	23·00	22·50	21·85	21·75
6....	37·35	33·25	35·10	35·20	31·95	27·95	25·10	24·20	22·95	22·60	21·95	21·95
7....	37·95	33·25	34·85	35·50	32·35	27·85	25·00	24·10	22·75	22·50	21·85	22·10
8....	36·85	33·70	35·35	35·75	32·35	27·60	25·00	24·10	22·85	22·45	21·75	22·00
9....	36·60	35·45	35·50	35·95	32·45	27·50	25·10	24·00	22·75	22·35	21·85	21·95
10....	36·50	35·00	35·95	36·10	32·60	27·45	25·00	23·85	22·95	22·45	22·00	22·00
11....	35·45	35·35	35·20	37·10	32·50	27·35	25·10	23·75	22·85	22·45	22·10	22·20
12....	35·60	35·10	35·20	38·60	32·70	27·00	25·20	23·95	22·70	22·25	22·20	22·20
13....	35·35	34·10	35·50	38·95	32·70	26·95	25·10	23·85	22·70	22·35	21·95	22·20
14....	35·20	33·95	35·35	38·75	32·50	27·00	25·20	23·70	22·60	22·45	21·85	22·20
15....	34·85	34·70	35·45	38·60	32·35	26·70	25·00	23·60	22·70	22·25	21·95	22·25
16....	34·60	35·70	34·95	38·85	32·10	26·60	24·85	23·50	22·70	22·20	22·00	22·35
17....	34·70	35·95	35·50	39·00	31·95	26·50	24·95	23·60	22·75	22·25	22·10	22·25
18....	34·50	34·70	35·95	39·10	31·70	26·50	24·95	23·60	22·60	22·35	21·95	22·35
19....	34·25	35·20	35·85	39·10	31·35	25·70	24·85	23·50	22·70	22·45	22·00	22·25
20....	34·75	34·50	35·60	39·35	31·20	26·20	24·75	23·60	22·50	22·25	22·10	22·20
21....	35·75	35·20	35·25	39·70	30·75	26·10	24·85	23·60	22·60	22·35	22·10	22·20
22....	35·45	35·10	35·20	46·20	30·45	26·10	24·75	23·70	22·70	22·35	22·00	22·10
23....	34·10	35·20	35·45	46·60	30·00	26·00	24·85	23·75	22·60	22·25	21·85	22·50
24....	35·60	35·10	34·60	45·70	29·85	26·00	24·75	23·60	22·50	22·10	21·75	23·20
25....	35·50	34·10	35·50	44·35	29·70	26·00	24·85	23·45	22·45	22·20	21·50	24·25
26....	35·20	34·35	35·10	44·20	29·60	25·95	24·70	23·35	22·35	22·20	21·60	25·50
27....	34·95	34·75	34·50	42·50	29·50	25·85	24·70	23·35	22·25	22·25	21·50	27·75
28....	34·70	35·00	35·20	40·10	29·60	25·70	24·60	23·20	22·25	22·10	21·70	29·45
29....	35·60		35·00	35·85	29·20	25·50	24·50	23·00	22·20	22·20	21·85	31·95
30....	35·95		34·75	33·25	28·95	25·35	24·50	23·10	22·25	22·10	22·00	35·25
31....	36·00		34·85		29·45		24·35	23·20		21·95	.....	36·50

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1888.

TABLE No. 504.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	38·00	33·75	31·10	34·25	27·60	28·70	25·75	23·35	23·20	22·25	22·35	22·75
2....	39·35	33·20	30·70	34·50	27·45	28·50	26·20	23·35	23·10	22·50	22·25	22·95
3....	38·25	32·75	30·10	34·20	27·10	28·35	25·95	23·25	23·10	22·45	22·45	22·85
4....	37·50	32·95	30·25	33·95	26·75	28·20	25·70	23·20	23·00	22·25	22·60	22·95
5....	38·10	32·70	30·45	34·20	26·70	28·00	25·60	23·20	23·00	22·15	22·75	23·10
6....	37·60	32·35	30·35	34·60	26·60	28·10	25·45	23·25	22·85	22·60	22·70	23·20
7....	37·35	32·35	31·45	34·95	26·50	27·85	25·15	23·35	22·75	22·70	23·00	23·00
8....	36·85	31·95	32·85	34·70	26·70	27·70	25·20	23·25	22·70	22·85	23·35	22·85
9....	37·10	32·20	33·00	34·85	26·75	27·50	25·00	23·20	22·75	22·95	23·70	22·70
10....	37·00	31·85	32·70	34·75	27·10	27·60	24·85	23·20	22·85	22·85	24·35	22·45
11....	36·95	31·20	32·45	34·95	27·25	27·35	24·75	23·10	22·85	22·70	25·00	22·25
12....	35·85	30·15	31·95	35·25	27·75	27·20	24·85	23·00	22·75	22·60	25·75	22·35
13....	35·75	29·85	31·70	35·25	28·00	27·20	25·00	23·20	22·70	22·85	25·70	22·20
14....	36·35	30·50	31·25	35·20	28·50	27·10	24·85	23·25	22·60	22·70	25·25	22·25
15....	35·95	31·20	31·95	35·00	29·25	27·10	24·70	23·25	22·50	22·50	24·75	22·25
16....	35·50	29·95	31·75	35·35	29·50	27·25	24·50	23·10	22·60	22·45	24·85	23·45
17....	34·85	29·75	31·70	35·45	30·00	27·20	24·45	23·20	22·75	22·25	24·50	24·60
18....	35·35	30·25	31·45	38·35	29·95	27·25	24·20	23·10	22·75	22·20	24·20	26·20
19....	34·95	30·20	31·85	37·85	30·20	27·25	24·10	23·00	22·70	22·00	23·95	26·35
20....	34·15	30·00	32·70	39·20	30·25	27·20	24·20	23·10	22·85	22·10	23·95	26·95
21....	35·20	31·35	32·95	41·95	30·35	27·35	24·10	23·00	22·95	22·25	23·70	28·35
22....	34·70	31·25	32·75	40·50	30·25	27·25	24·00	23·20	23·10	22·25	23·50	29·70
23....	34·50	30·85	32·45	41·95	29·85	27·35	23·95	23·10	23·00	22·25	23·20	30·35
24....	35·20	31·35	32·20	40·15	30·10	27·35	23·85	22·95	23·00	22·20	22·95	31·95
25....	34·35	31·50	32·00	34·75	29·95	27·25	23·85	23·00	22·95	22·25	23·20	32·70
26....	34·00	31·75	32·75	31·10	29·70	27·25	23·95	23·20	22·85	22·35	23·35	32·35
27....	33·50	31·25	33·35	30·20	29·75	27·35	24·00	23·50	22·75	22·25	23·45	33·20
28....	32·70	30·50	33·45	28·95	29·60	27·20	24·20	23·60	22·75	22·35	23·60	30·50
29....	32·35	29·70	33·50	28·25	29·35	26·85	23·95	23·35	22·60	22·15	23·20	31·35
30....	31·95		33·75	27·85	29·20	26·60	23·70	23·20	22·15	22·25	22·85	31·60
31....	33·10		34·20		29·10		23·50	23·25		22·35		31·45

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1889.

TABLE No. 505.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	31·20	37·20	33·75	33·95	28·70	25·45	26·85	25·20	23·20	22·50	22·10	22·50
2	30·85	36·00	33·35	33·75	28·75	25·60	26·70	25·20	23·20	22·70	21·95	22·60
3	30·50	36·25	33·20	33·70	28·75	25·75	26·75	25·25	23·00	22·75	21·75	22·50
4	30·20	36·50	33·35	33·50	28·60	26·00	26·70	25·10	22·95	22·85	21·85	22·45
5	30·00	36·35	33·50	34·70	28·35	26·45	26·50	25·20	22·85	22·75	22·00	22·25
6	29·85	36·20	33·45	37·35	28·25	26·75	26·25	25·00	22·75	22·85	21·95	22·20
7	29·75	36·35	33·60	37·50	28·10	27·25	26·35	24·85	23·00	22·95	22·00	22·25
8	29·70	36·10	33·35	39·60	27·85	27·70	26·20	24·60	22·95	23·00	22·00	22·50
9	29·60	36·20	33·50	38·70	27·60	27·95	26·35	24·45	22·95	23·10	21·95	22·70
10	29·70	37·00	33·50	37·35	27·35	28·00	26·20	24·35	23·00	23·20	21·85	23·00
11	29·85	36·40	33·45	33·25	27·45	28·20	26·20	24·45	22·85	23·00	21·75	23·35
12	30·00	36·95	33·25	31·20	27·25	28·10	26·25	24·20	22·75	22·95	21·70	23·70
13	29·85	35·85	33·35	30·25	27·00	28·00	26·10	24·20	22·70	22·95	21·75	23·95
14	30·20	35·35	32·70	29·70	26·75	28·00	26·00	24·35	22·50	22·85	21·70	23·70
15	30·60	34·45	32·35	27·85	26·70	27·95	26·10	24·25	22·45	22·45	21·70	23·50
16	31·20	34·75	32·45	26·50	26·70	28·00	25·85	24·35	22·60	22·25	21·50	23·60
17	31·75	35·85	32·35	25·95	26·60	28·10	25·75	24·20	22·70	22·20	21·45	23·50
18	32·35	36·10	32·50	25·70	26·45	27·85	25·70	24·10	22·60	22·10	21·35	23·35
19	32·85	35·70	32·70	25·50	26·20	27·45	25·45	23·95	22·50	22·00	21·50	23·15
20	34·95	33·75	32·75	25·60	26·00	27·25	25·75	23·85	22·45	22·10	21·75	23·35
21	38·95	33·70	32·95	25·50	25·75	27·10	25·95	23·70	22·60	22·20	21·95	23·50
22	41·20	33·75	33·00	25·85	25·85	26·95	25·85	23·75	22·75	21·95	22·25	23·70
23	40·50	33·20	33·45	26·10	26·00	26·75	25·50	23·75	22·75	22·00	22·60	23·60
24	39·95	32·25	33·70	26·35	25·85	26·75	25·45	23·75	22·70	21·75	22·75	23·50
25	40·00	32·35	33·95	26·60	25·75	26·70	25·35	23·70	22·60	21·70	22·85	23·60
26	40·20	33·20	34·20	26·85	25·70	26·70	25·20	23·70	22·50	21·85	22·75	23·50
27	38·95	32·85	34·70	27·20	25·45	26·75	25·00	23·50	22·70	22·10	22·70	23·60
28	38·25	33·35	34·85	27·50	25·25	27·00	24·95	23·45	22·60	22·35	22·85	23·95
29	38·10	.....	34·50	27·75	25·25	26·95	24·85	23·45	22·70	22·45	22·70	24·00
30	36·70	.....	34·20	28·00	25·35	26·85	25·00	23·35	22·50	22·35	22·60	24·20
31	37·00	.....	34·10	...	25·25	.....	25·25	24·45	....	22·20	... ..	24·35

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1890.

TABLE No. 506.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	24·50	39·20	38·60	35·35	27·75	29·95	27·95	25·20	25·00	23·85	23·35	23·20
2	24·60	39·70	38·45	35·20	27·85	30·00	27·75	25·20	24·85	23·75	23·50	23·10
3	24·85	39·95	38·50	35·35	27·75	29·95	27·70	25·10	24·85	23·70	23·70	23·25
4	24·95	40·20	38·35	35·25	28·00	29·85	27·75	25·00	24·70	23·75	23·50	23·60
5	25·00	40·15	38·50	36·75	28·35	29·95	27·70	25·00	24·60	23·85	23·20	24·95
6	25·00	40·00	37·85	38·95	28·95	29·95	27·50	25·10	24·45	23·75	23·35	26·20
7	25·20	39·50	37·10	39·75	29·45	29·85	27·45	25·00	24·35	23·70	23·25	26·75
8	26·00	39·35	36·75	37·70	29·50	29·95	27·25	24·95	24·25	23·60	23·20	27·95
9	25·85	39·10	37·00	35·85	29·45	29·95	27·20	24·75	24·35	23·50	23·45	29·35
10	27·50	38·70	37·10	35·00	29·60	29·70	27·10	24·85	24·60	23·45	23·60	30·45
11	29·00	38·20	37·25	34·45	29·50	29·50	26·95	24·75	24·85	23·50	23·70	30·75
12	32·70	38·10	37·10	33·85	29·45	29·60	26·75	24·70	25·25	23·45	23·60	30·70
13	34·70	37·95	37·20	32·95	29·25	29·50	26·70	24·60	25·70	23·35	23·50	31·10
14	32·20	38·75	37·45	31·45	29·20	29·60	26·50	24·50	25·75	23·45	23·50	31·70
15	32·70	39·45	37·70	30·95	29·25	29·60	26·60	24·45	25·85	23·50	23·60	32·25
16	33·95	38·20	37·50	30·50	29·10	29·50	26·50	24·45	25·70	23·60	23·50	32·60
17	34·45	37·70	37·45	31·00	28·95	29·50	26·45	24·50	25·85	23·60	23·45	33·70
18	35·60	37·85	37·25	30·95	28·85	29·60	26·25	24·45	25·70	23·70	23·60	34·70
19	36·70	37·95	36·95	30·70	28·85	29·75	26·35	24·25	25·25	23·95	24·00	35·75
20	37·10	37·50	36·75	30·25	29·10	29·60	26·20	24·45	25·10	24·00	24·50	37·70
21	37·85	37·20	36·70	29·35	29·70	29·35	25·95	24·25	24·85	23·85	24·35	38·95
22	38·10	37·00	36·85	28·70	30·20	29·25	25·70	24·20	24·60	23·70	24·20	38·70
23	39·45	37·20	36·75	28·10	29·00	29·10	25·60	24·25	24·50	23·60	23·95	37·50
24	39·70	38·25	36·50	28·20	30·25	28·85	25·50	24·35	24·35	23·45	23·75	38·75
25	40·20	38·70	36·45	27·95	30·10	28·95	25·60	24·45	24·20	23·35	23·60	37·25
26	41·10	38·50	36·25	27·50	29·85	28·75	25·50	24·50	24·10	23·45	23·75	36·60
27	42·45	38·60	36·35	27·50	29·85	28·60	25·45	24·60	24·20	23·50	23·70	37·10
28	41·70	38·70	36·20	27·60	29·75	28·35	25·25	24·60	24·00	23·45	23·50	36·85
29	40·45	.....	35·85	27·35	29·85	28·20	25·35	24·50	23·85	23·50	23·45	36·45
30	39·95	.....	35·70	27·50	29·75	28·10	25·20	24·70	23·85	23·60	23·25	36·10
31	38·85	.....	35·45	... ..	29·95	...	25·10	24·95	.....	23·45	.....	35·75

SESSIONAL PAPER No. 19a

Elevations of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1891.

Table No. 507.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	35·20	33·95	34·50	37·45	29·95	26·50	24·00	24·00	23·45	21·95	21·20	22·75
2	35·50	33·20	34·00	37·10	29·75	26·60	23·95	23·95	23·25	21·85	21·25	22·85
3	36·10	33·50	33·85	37·85	29·70	26·70	23·75	24·00	23·20	21·75	21·20	22·95
4	35·00	32·20	33·70	38·20	29·50	26·45	23·85	23·95	23·10	21·95	21·10	23·00
5	35·35	31·70	33·60	37·95	29·60	26·00	23·95	23·95	23·20	21·85	21·10	22·95
6	35·00	31·45	33·45	37·35	29·70	25·95	24·10	24·00	23·10	21·95	21·00	23·20
7	34·70	31·95	33·50	37·20	29·75	25·85	24·00	23·95	23·00	21·75	20·85	23·35
8	34·95	32·20	33·70	36·95	29·70	25·70	24·10	23·95	23·10	21·85	20·95	23·10
9	34·70	32·60	33·75	36·75	29·60	25·60	23·95	23·85	23·00	21·70	20·75	22·85
10	34·75	32·50	34·10	36·50	29·50	25·60	23·85	23·85	22·95	21·70	20·60	23·00
11	34·85	32·70	34·35	39·50	29·60	25·45	23·75	23·70	22·85	21·60	20·75	23·10
12	35·10	32·45	34·95	37·70	29·45	25·25	23·70	23·75	22·75	21·70	20·75	22·95
13	34·60	32·60	35·25	36·50	29·35	25·10	23·60	23·60	22·60	21·60	20·85	22·85
14	34·20	32·45	35·60	34·45	29·20	24·95	23·50	23·45	22·70	21·45	20·85	22·75
15	34·00	32·20	35·50	33·95	28·95	24·85	23·60	23·35	22·85	21·50	20·75	22·85
16	34·35	32·35	35·70	33·70	28·75	24·70	23·50	23·35	22·70	21·70	20·60	22·95
17	33·85	33·20	35·00	33·50	28·60	24·85	23·45	23·25	22·50	21·85	20·50	22·85
18	33·60	32·75	35·25	31·85	28·45	24·70	23·50	23·35	22·45	21·70	21·10	22·70
19	33·25	32·50	34·85	31·60	28·35	24·50	23·60	23·25	22·50	21·60	21·20	22·60
20	33·60	32·60	34·20	31·35	28·20	24·45	23·70	23·20	22·70	21·75	21·35	22·95
21	34·00	32·50	34·10	30·95	28·10	24·35	23·75	23·10	22·60	21·95	21·25	23·35
22	34·25	32·85	34·25	30·60	28·00	24·45	23·70	23·25	22·70	21·85	21·25	23·50
23	34·85	32·70	34·75	30·45	27·85	24·50	23·60	23·45	22·50	21·75	21·35	23·45
24	34·75	32·75	35·35	30·00	27·70	24·60	23·70	23·70	22·35	21·70	21·45	23·35
25	34·50	33·85	35·70	29·85	27·50	24·50	23·85	23·60	22·25	21·50	22·25	23·50
26	34·20	34·25	36·95	29·75	27·60	24·60	24·00	23·70	22·20	21·35	22·95	23·25
27	33·45	34·85	37·35	29·95	27·45	24·70	24·10	23·75	22·10	21·45	23·00	23·00
28	32·50	34·60	37·20	29·85	27·10	24·60	24·10	23·60	22·00	21·35	23·10	22·95
29	32·75	.....	37·00	30·00	27·00	24·45	24·20	23·50	21·95	21·20	22·85	22·60
30	33·45	.....	37·10	29·85	26·95	24·25	24·25	23·60	22·10	21·20	22·75	22·70
31	33·70		37·25	..	26·70	....	24·20	23·50	.....	21·20	.. .	22·50

Elevations of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1892.

Table No. 508.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	22·60	37·00	31·35	31·35	23·75	24·95	26·70	23·50	23·85	22·75	22·00	22·95
2	22·70	37·45	30·75	32·70	23·70	24·70	26·60	23·50	23·50	22·60	21·85	22·85
3	22·95	37·20	30·20	32·85	23·75	24·70	26·70	23·45	23·35	22·35	21·95	22·70
4	23·20	36·75	31·00	34·75	23·50	24·60	26·70	23·25	23·20	22·45	22·20	22·60
5	23·00	36·35	31·85	41·40	23·70	24·50	26·95	23·20	23·00	22·60	22·35	22·50
6	22·85	35·75	32·45	41·70	23·70	24·45	27·00	23·10	22·95	22·60	22·45	22·50
7	23·20	35·20	32·60	42·10	23·95	24·60	26·70	23·20	23·00	22·45	22·35	22·45
8	23·85	35·25	32·25	39·50	23·85	24·70	26·45	23·10	22·85	22·50	22·60	22·35
9	24·75	35·20	32·45	36·35	24·00	24·70	26·00	23·20	22·75	22·60	22·70	22·45
10	25·25	34·95	32·20	35·20	24·10	24·60	25·85	23·45	22·70	22·50	22·60	22·50
11	26·20	34·60	32·25	32·95	24·20	24·50	25·70	23·70	22·75	22·60	22·50	22·45
12	26·85	34·85	31·75	31·20	24·35	24·50	25·60	24·20	22·70	22·45	22·35	22·35
13	27·95	34·50	30·85	29·10	24·20	24·45	25·45	24·85	22·70	22·20	22·20	22·35
14	28·00	33·70	30·20	26·95	24·10	24·45	25·25	24·70	22·75	22·10	22·00	22·25
15	27·25	33·75	30·25	25·85	24·00	24·60	25·00	24·70	22·70	22·10	22·20	22·25
16	27·35	33·45	31·00	25·10	23·85	24·50	24·85	24·60	22·60	22·20	22·50	22·35
17	28·00	33·35	32·20	24·60	23·95	24·60	24·60	24·25	22·45	22·25	22·70	22·45
18	28·50	33·25	31·85	24·10	24·00	24·45	24·25	24·10	22·35	22·20	22·75	22·35
19	30·50	33·60	31·95	23·70	24·20	24·25	24·20	24·00	22·50	22·10	23·20	22·20
20	32·10	33·85	31·50	23·35	24·10	24·60	24·20	24·10	22·60	22·20	23·60	22·25
21	33·45	33·70	30·75	22·85	23·95	25·95	24·00	23·95	22·45	22·20	23·85	22·20
22	32·70	33·25	30·50	22·50	24·20	26·60	23·95	23·75	22·35	22·25	23·95	22·35
23	35·00	33·10	31·50	22·45	24·50	26·70	23·95	23·70	22·10	22·20	23·95	22·85
24	33·00	32·85	31·35	22·70	24·35	26·25	23·85	23·50	22·35	22·00	23·75	21·20
25	34·35	32·70	31·00	22·60	24·25	25·95	23·75	23·60	22·45	22·10	23·50	30·95
26	36·50	32·75	30·85	22·85	24·35	26·00	23·75	24·35	22·70	22·00	23·45	34·00
27	36·10	31·10	30·75	22·70	24·60	26·00	23·85	25·20	22·95	21·95	23·25	37·25
28	38·45	29·95	30·85	22·75	24·85	26·20	23·75	25·00	23·00	21·85	23·20	38·60
29	38·35	30·10	30·95	23·00	24·95	26·25	23·70	24·70	22·95	21·95	23·00	38·95
30	37·60	....	31·10	23·70	25·00	26·50	23·75	24·35	22·75	21·85	23·10	38·25
31	37·50		31·25		25·10		23·60	23·95		21·75	. . .	38·00

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1893.

TABLE No. 509.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	38·35	32·10	31·70	33·70	26·85	29·85	26·45	24·60	26·25	23·00	22·60	22·00
2	38·95	31·50	31·45	33·15	26·25	29·60	26·35	24·45	26·00	22·95	22·50	22·10
3	39·50	31·35	30·75	33·85	26·60	29·50	26·25	24·35	25·50	22·95	22·45	21·95
4	37·10	31·10	31·10	33·95	27·35	29·45	26·20	24·25	24·85	22·75	22·50	22·00
5	37·20	31·20	30·85	34·00	27·85	29·15	25·95	24·20	24·50	22·60	22·50	22·20
6	36·00	31·35	31·10	34·00	28·85	29·35	25·70	24·25	24·25	22·70	22·60	22·70
7	34·75	32·00	31·25	33·85	29·20	29·20	25·85	24·35	24·00	22·60	22·50	23·20
8	35·70	31·70	31·35	34·20	29·00	29·20	25·75	24·20	23·85	22·70	22·60	23·35
9	36·35	31·45	31·70	34·20	29·10	29·10	25·85	24·10	23·95	22·75	22·50	23·75
10	36·85	32·00	31·60	34·70	29·00	29·00	25·70	24·00	23·75	22·85	22·35	24·20
11	36·50	32·85	31·50	34·85	29·00	29·20	25·60	23·95	23·70	22·75	22·20	24·10
12	36·50	33·10	31·75	34·95	29·10	29·10	25·50	23·85	23·45	22·70	22·25	24·85
13	34·70	32·75	32·35	34·95	29·25	28·95	25·60	24·00	23·35	22·60	22·25	25·60
14	35·25	32·35	32·25	35·25	29·45	28·75	25·50	23·85	23·20	22·50	22·35	28·10
15	35·50	32·70	32·75	35·10	29·75	28·70	25·45	23·75	23·10	22·70	22·35	31·00
16	35·85	32·35	32·35	35·20	30·35	28·50	25·45	23·85	23·00	22·75	22·25	34·20
17	35·45	31·45	31·50	35·45	31·00	28·45	25·45	23·85	23·10	22·75	22·20	35·35
18	35·60	31·35	31·85	35·45	30·70	28·20	25·50	23·75	23·20	22·85	22·25	36·85
19	35·10	31·50	31·75	35·75	30·85	28·00	25·45	23·60	23·35	22·60	22·20	37·45
20	35·25	31·70	31·95	39·00	31·10	27·85	25·20	23·45	23·20	22·35	22·10	37·25
21	34·25	31·45	32·50	37·35	31·00	27·70	25·10	23·35	23·10	22·20	22·00	41·50
22	33·85	31·20	32·70	33·10	31·10	27·50	25·00	23·25	23·00	22·25	22·10	41·25
23	34·25	30·85	32·20	31·50	31·20	27·45	25·10	23·20	23·10	22·25	22·20	40·50
24	34·50	31·10	32·50	29·85	31·00	27·25	24·95	23·20	22·95	22·45	22·25	41·00
25	34·45	30·85	33·10	29·35	30·95	27·10	24·70	23·35	22·85	22·50	22·20	41·35
26	34·25	31·10	32·95	28·70	30·85	27·00	24·75	23·50	23·00	22·50	22·00	40·50
27	34·10	31·20	33·60	28·35	30·70	26·95	24·70	23·50	22·95	22·45	21·95	38·70
28	33·35	31·15	33·25	28·20	30·35	26·85	24·60	23·45	23·00	22·60	22·00	38·75
29	33·10	...	33·50	28·35	30·20	26·70	24·50	23·95	23·10	22·85	21·95	39·35
30	33·20		33·70	27·95	30·10	26·60	24·60	25·35	23·10	22·75	22·20	39·25
31	32·60		33·85		30·00		24·50	26·35	..	22·70	.....	38·10

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1894.

TABLE No. 510.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	37·75	34·35	32·00	34·15	28·60	26·60	26·00	23·70	22·10	21·95	22·70	22·00
2	37·50	34·45	32·10	34·85	28·75	26·70	25·75	23·50	22·10	22·10	22·85	21·85
3	37·70	34·45	32·10	34·75	28·85	27·10	25·85	23·45	22·00	22·10	22·95	21·95
4	37·85	34·60	31·85	34·50	28·75	27·25	25·75	23·35	21·95	22·00	23·10	21·70
5	38·70	34·25	31·95	34·70	28·85	27·35	25·75	23·25	21·95	22·10	23·25	21·75
6	37·60	33·70	32·35	37·25	28·95	27·35	25·70	23·20	22·00	22·00	23·10	21·85
7	37·50	33·25	33·20	36·60	29·00	27·25	25·60	23·25	22·10	21·95	23·00	21·95
8	37·45	33·70	34·50	35·35	29·00	27·10	25·50	23·20	22·00	21·85	23·10	22·00
9	37·35	33·95	34·85	32·10	29·10	27·00	25·45	23·25	21·95	21·95	23·00	21·85
10	37·10	33·60	35·10	30·25	29·00	26·85	25·50	23·25	21·70	22·00	22·95	21·95
11	36·75	34·10	35·35	29·10	28·95	26·70	25·45	23·00	21·75	22·00	23·00	22·20
12	36·85	33·35	35·70	27·95	28·85	26·70	25·45	22·75	21·85	22·10	23·10	22·35
13	36·35	32·50	35·85	27·60	28·60	26·50	25·35	22·85	21·70	22·10	23·00	22·60
14	35·50	31·10	36·10	26·85	28·45	26·25	25·45	22·85	21·75	22·25	22·95	22·70
15	36·10	31·70	35·95	26·75	28·10	26·00	25·35	22·75	21·70	22·45	23·00	22·70
16	36·20	32·10	35·85	26·70	27·85	25·85	25·25	22·75	21·85	22·35	23·00	22·75
17	37·00	31·10	35·95	26·60	27·60	25·75	25·10	22·85	21·75	22·45	22·95	22·60
18	36·20	31·45	35·85	26·60	27·50	25·75	25·00	22·95	21·85	22·60	23·00	22·50
19	36·45	31·85	35·75	26·25	27·60	25·70	24·85	22·75	22·00	22·70	22·95	22·35
20	36·25	32·20	36·25	25·85	27·25	25·75	24·75	22·70	22·25	22·85	22·85	22·20
21	36·10	32·45	36·35	26·10	26·70	25·85	24·85	22·60	22·00	22·95	22·70	22·10
22	36·50	31·85	36·50	26·85	26·85	25·95	24·75	22·35	21·85	22·85	22·45	21·85
23	36·25	32·10	36·35	27·25	27·10	26·00	24·60	22·25	21·95	22·75	22·50	21·95
24	35·60	31·70	36·20	27·75	27·25	26·20	24·45	22·35	22·00	22·70	22·45	21·85
25	35·25	31·10	36·10	28·10	27·10	25·95	24·35	22·25	21·95	22·75	22·50	21·75
26	34·85	31·85	35·50	28·10	26·85	25·95	24·25	22·35	22·00	22·70	22·50	21·85
27	34·60	32·20	35·25	28·25	26·75	25·95	24·00	22·20	21·85	22·70	22·45	22·70
28	34·85	32·00	35·50	28·45	26·60	26·10	23·85	22·20	21·95	22·60	22·20	24·75
29	35·00	.....	35·10	28·70	26·85	26·25	23·60	22·20	21·95	22·75	22·10	28·70
30	34·85	..	35·10	28·60	26·75	26·20	23·70	22·25	22·10	22·70	22·00	31·95
31	34·60	..	34·85	....	26·70	.....	23·75	22·00	....	22·70	.....	32·85

SESSIONAL PAPER No. 19a

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1895.

TABLE No. 511.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	32·85	32·70	29·85	30·20	26·70	25·10	23·00	21·20	20·95	20·00	19·20	21·10
2	32·95	33·25	29·20	30·35	26·50	25·20	22·85	21·20	20·85	19·95	19·25	20·95
3	31·60	32·50	28·35	30·25	26·60	25·35	22·70	21·25	20·85	20·00	19·10	20·85
4	34·10	31·50	28·10	30·35	26·45	25·35	22·60	21·10	20·85	20·20	19·20	20·70
5	36·25	31·45	27·95	30·45	26·60	25·10	22·45	20·95	20·75	20·20	19·10	21·10
6	36·00	31·20	28·00	31·60	26·50	25·00	22·35	21·10	20·85	20·10	19·25	21·50
7	36·00	30·85	27·85	31·70	26·60	25·20	22·25	21·20	20·75	20·10	19·35	22·10
8	37·70	30·25	28·85	32·00	26·75	25·25	22·25	21·20	20·70	19·95	19·15	22·70
9	37·45	29·60	28·85	34·25	26·85	25·20	22·20	21·25	20·60	20·00	19·70	23·25
10	36·70	29·85	29·20	38·00	26·95	25·10	22·20	21·20	20·70	19·95	19·60	23·85
11	36·25	30·50	29·25	40·35	27·10	25·00	22·10	21·25	20·70	19·60	19·50	24·00
12	36·20	31·10	29·45	39·70	27·10	25·00	21·95	21·25	20·75	19·70	19·50	24·85
13	36·35	31·50	29·50	39·25	27·25	24·75	21·95	21·20	20·75	19·75	19·45	27·70
14	36·10	30·85	29·45	37·60	27·45	24·45	21·75	21·00	20·75	19·75	19·35	30·85
15	35·45	30·10	28·10	37·85	27·25	24·50	21·85	21·10	20·25	19·70	19·70	32·95
16	35·10	30·25	28·35	35·85	27·10	24·35	21·60	21·00	20·20	19·45	19·75	33·85
17	34·70	30·10	28·50	33·85	26·70	24·10	21·45	20·95	20·25	19·50	19·85	33·75
18	34·70	30·10	28·60	32·85	26·50	23·95	21·60	21·00	20·35	19·70	19·95	34·50
19	33·25	30·60	28·75	31·85	26·35	23·85	21·50	21·10	20·20	19·50	20·20	35·10
20	32·95	29·60	28·85	30·10	26·25	23·85	21·45	21·10	20·20	19·60	20·20	34·75
21	33·35	29·45	29·10	27·85	26·10	23·85	21·45	21·20	20·25	19·75	20·25	33·25
22	34·85	30·25	29·00	26·85	25·75	23·95	21·35	21·20	20·35	19·50	20·00	30·85
23	34·85	29·35	29·10	26·60	25·60	23·70	21·45	21·10	20·35	19·60	19·85	28·95
24	34·85	28·95	28·95	27·60	25·50	23·75	21·45	21·35	20·20	19·50	19·70	28·70
25	33·25	29·45	28·85	26·85	25·35	23·85	21·50	21·50	20·10	19·45	19·50	27·85
26	32·95	29·35	29·10	27·00	25·20	24·00	21·45	21·60	19·95	19·35	19·75	26·70
27	33·35	29·50	29·45	26·85	25·10	23·70	21·35	21·50	20·00	19·25	20·50	25·95
28	33·70	29·85	29·85	26·95	25·25	23·60	21·25	21·45	20·10	19·10	21·10	25·95
29	32·45		30·10	26·60	25·35	23·50	21·20	21·35	19·85	19·25	21·35	24·75
30	33·45		30·35	26·85	25·25	23·25	21·00	21·20	20·00	19·35	21·20	24·45
31	32·45		30·00		25·20		21·00	20·95		19·20		25·00

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1896.

TABLE No. 512.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	24·45	34·20	33·45	32·20	28·70	24·45	22·45	21·60	20·70	20·25	20·25	22·50
2	24·75	34·60	33·35	32·85	28·45	24·35	22·25	21·45	20·50	20·60	20·35	22·45
3	24·70	34·20	33·45	33·50	28·10	24·00	22·35	21·35	20·35	20·75	20·25	22·35
4	24·95	33·45	32·50	33·70	27·75	23·95	22·25	21·35	20·45	20·60	20·20	22·35
5	25·20	33·70	32·60	33·75	27·85	23·95	22·25	21·50	20·35	20·60	20·35	22·25
6	26·45	34·25	32·35	33·70	27·95	24·00	22·20	21·60	20·45	20·70	20·75	22·20
7	28·95	35·20	32·70	33·60	27·60	24·00	22·25	21·60	20·35	20·75	21·35	22·25
8	32·50	34·95	32·60	33·50	27·35	24·10	22·25	21·60	20·70	20·85	21·75	22·20
9	33·45	34·70	32·45	33·70	27·20	24·35	22·20	21·35	20·75	20·85	21·85	22·10
10	34·75	34·50	31·95	33·85	27·10	24·45	22·20	21·45	20·75	20·75	21·95	22·00
11	36·50	33·85	32·10	34·70	27·20	24·45	22·20	21·45	20·75	20·85	21·70	21·95
12	34·45	33·75	32·35	37·70	27·10	24·60	22·10	21·50	20·70	20·95	21·75	21·75
13	35·20	32·85	32·00	38·25	26·85	24·60	22·25	21·70	20·95	20·75	21·95	21·75
14	36·95	32·70	31·60	12·70	26·70	24·45	22·45	21·50	20·45	20·50	21·95	21·70
15	37·95	32·95	31·50	43·10	26·70	24·25	22·35	21·35	20·25	20·25	21·75	19·60
16	38·35	32·70	31·70	43·20	26·35	24·20	22·25	21·35	20·25	20·25	21·95	21·75
17	39·45	32·75	31·75	40·50	26·10	24·10	22·25	21·35	20·10	20·20	21·95	21·85
18	38·10	32·85	31·50	39·10	25·95	23·95	22·20	21·35	20·20	20·25	22·20	22·35
19	37·25	33·00	31·25	38·95	25·95	23·75	22·10	21·20	20·10	20·20	22·25	22·70
20	36·60	33·20	31·10	38·50	25·60	23·60	21·95	20·95	20·25	20·00	22·10	22·85
21	37·00	32·95	31·25	36·70	25·25	23·50	21·95	20·95	20·20	20·20	21·95	23·95
22	37·10	32·45	31·45	34·95	24·95	23·50	22·00	20·85	20·50	20·25	21·85	26·25
23	36·20	32·50	31·10	33·75	25·00	23·35	21·95	20·75	20·45	20·35	21·95	27·45
24	34·95	32·60	30·60	33·45	24·60	23·20	21·95	20·95	20·35	20·45	21·85	29·45
25	31·70	32·75	29·95	32·70	24·45	23·00	21·85	21·00	20·25	20·50	22·10	32·70
26	31·95	32·45	31·00	31·85	24·20	22·85	21·75	20·95	20·35	20·35	22·20	35·95
27	35·35	31·95	30·70	30·95	24·45	22·85	21·85	20·85	20·35	20·35	22·45	35·35
28	34·70	32·45	30·35	30·00	24·50	22·60	21·85	21·00	20·45	20·25	22·45	36·20
29	34·10	33·50	30·10	29·45	24·35	22·60	21·85	20·85	20·25	20·35	22·50	35·85
30	33·70		31·35	29·25	24·45	22·50	21·75	20·50	20·25	20·25	22·75	37·00
31	33·75		31·60		24·50		21·75	20·75		20·25		35·20

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1897.

TABLE No. 513.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	35·10	31·45	27·95	32·00	28·60	27·20	24·00	23·20	22·25	20·70	20·20	20·70
2	35·00	32·10	28·10	31·95	28·85	26·95	23·95	23·25	22·25	20·85	20·25	20·75
3	35·70	30·70	28·25	32·00	28·95	26·70	24·00	23·10	22·10	20·45	20·45	20·70
4	34·70	29·95	28·35	34·25	29·10	26·45	23·95	23·10	21·95	20·10	20·25	20·50
5	33·85	29·70	28·50	33·70	28·85	26·35	23·70	22·95	21·60	20·10	20·35	20·45
6	32·75	31·10	28·75	33·50	29·20	26·25	23·70	22·70	21·60	20·10	20·50	20·50
7	34·00	31·70	29·20	37·70	28·95	26·25	23·60	22·15	21·70	20·25	20·60	20·60
8	34·25	31·20	27·85	37·70	28·50	25·85	23·35	22·35	21·50	20·20	20·70	20·95
9	34·35	30·00	28·20	38·35	28·25	25·75	23·25	22·25	21·45	20·20	20·60	21·00
10	34·00	29·60	28·60	36·60	28·20	25·70	23·20	22·25	21·50	20·10	20·70	21·00
11	33·45	29·10	28·75	33·75	28·00	25·50	22·95	22·35	21·70	20·00	20·60	20·95
12	33·70	28·20	29·00	32·25	27·95	25·50	23·25	22·35	21·35	19·95	20·70	21·45
13	32·95	28·45	28·75	31·35	27·70	25·60	23·50	22·45	21·35	20·10	20·60	21·45
14	33·00	28·45	28·50	29·10	27·60	25·75	23·70	22·50	21·45	20·10	20·95	21·50
15	32·85	28·60	28·00	28·10	27·45	25·75	23·60	22·15	21·35	20·00	20·85	22·10
16	32·60	29·20	27·95	28·00	27·50	25·85	23·50	22·50	21·25	20·10	20·85	22·35
17	33·35	29·85	28·10	27·50	27·35	25·70	23·75	22·60	21·20	20·10	20·50	22·70
18	34·50	30·10	28·35	26·70	27·25	25·60	23·60	22·50	21·10	19·95	20·45	22·45
19	33·70	29·50	28·75	26·20	27·20	25·35	23·35	22·45	20·85	19·85	20·35	22·25
20	32·45	28·85	29·10	25·70	27·10	25·20	23·10	22·35	21·10	19·85	20·35	22·00
21	31·85	28·70	29·50	25·35	27·00	24·95	22·95	22·25	21·00	19·95	20·25	22·10
22	32·00	28·50	30·45	25·00	27·00	24·75	22·75	22·35	20·85	19·95	20·25	22·25
23	32·35	28·45	31·35	24·75	27·10	24·60	22·70	22·25	20·85	19·85	20·25	22·50
24	32·00	28·60	31·60	24·50	27·20	24·70	22·95	22·20	20·85	19·95	20·35	24·00
25	31·45	28·50	31·70	24·50	27·70	24·50	22·95	22·00	20·60	20·00	20·25	25·50
26	32·20	28·35	31·75	24·85	27·70	24·45	22·85	22·10	20·70	20·20	20·20	27·35
27	30·95	28·00	32·20	26·45	27·60	24·25	22·70	22·20	20·85	20·10	20·25	28·50
28	31·25	27·95	31·60	26·95	27·70	24·00	22·50	22·25	20·75	20·10	20·35	29·70
29	31·75	...	31·75	27·45	27·70	24·10	22·50	22·25	20·70	20·15	20·85	29·95
30	31·35	...	31·85	28·10	27·50	24·10	22·70	22·20	20·60	20·35	20·75	33·10
31	30·85	...	32·25	...	27·25	...	22·95	22·25	.	20·25	...	32·95

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1898.

TABLE No. 514

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	33·00	33·25	32·20	29·70	25·10	25·20	24·35	22·20	21·60	21·50	22·75	21·50
2	34·35	32·95	32·25	29·35	25·20	25·25	24·45	22·10	21·50	21·15	22·45	21·60
3	36·25	32·85	32·25	29·25	25·25	25·25	24·35	22·10	21·70	21·25	22·50	21·45
4	37·10	32·70	32·00	28·85	25·20	25·25	24·45	21·95	21·50	21·20	22·45	21·50
5	37·45	32·85	31·85	28·45	25·00	25·10	24·60	22·00	21·45	21·35	22·35	21·60
6	37·85	33·10	31·70	27·50	25·00	25·00	24·35	22·00	21·35	21·20	22·20	21·50
7	38·60	33·00	31·75	27·10	24·95	24·95	24·10	21·95	21·25	20·95	22·00	21·35
8	37·70	33·20	31·95	26·20	24·85	24·70	23·85	21·95	21·35	20·85	21·95	21·20
9	36·95	33·45	32·10	25·60	24·75	24·60	24·00	21·95	21·45	20·95	22·10	21·25
10	36·10	33·50	31·95	25·20	24·85	24·50	23·85	22·00	21·50	20·70	22·00	21·10
11	35·70	33·35	32·00	24·95	24·75	24·35	23·70	21·85	21·25	20·45	21·85	21·25
12	35·00	33·10	32·20	24·70	24·70	24·25	23·45	21·70	21·20	20·50	21·85	21·70
13	35·60	32·95	32·95	24·45	24·60	24·20	23·25	21·70	21·20	20·70	21·70	22·25
14	35·35	33·10	34·45	24·35	24·50	24·20	23·10	21·60	21·10	20·85	21·85	23·70
15	35·70	33·20	36·20	24·45	24·35	24·25	23·00	21·70	21·00	21·20	22·10	25·00
16	35·45	33·10	37·25	24·25	24·25	24·10	22·95	21·50	20·95	21·70	22·10	26·35
17	35·20	33·00	37·50	24·35	24·25	24·10	22·75	21·75	21·10	21·70	22·35	27·70
18	35·00	32·60	37·85	24·35	24·25	23·95	22·70	21·95	21·20	21·50	22·45	28·10
19	34·70	32·20	42·50	24·45	24·20	24·00	22·70	21·95	21·20	21·25	22·60	27·70
20	34·50	32·00	46·50	24·60	24·35	23·95	22·70	21·75	21·10	21·45	22·60	28·00
21	34·45	31·95	45·35	24·50	24·25	23·95	22·45	21·75	20·95	21·60	22·50	28·95
22	34·35	31·75	45·25	24·60	24·20	24·00	22·75	21·75	20·75	21·70	22·45	29·70
23	34·50	32·00	44·75	24·85	24·00	23·85	22·60	21·85	20·95	21·85	22·35	29·85
24	34·70	32·50	43·00	25·20	24·20	23·70	22·45	21·75	21·70	22·00	22·35	29·45
25	34·25	32·95	40·85	25·10	24·25	23·70	22·35	21·75	21·35	22·10	22·25	29·25
26	34·35	32·85	37·85	25·20	24·60	23·75	22·50	21·70	21·20	22·35	22·20	29·85
27	34·35	32·70	34·75	25·10	24·85	23·95	22·45	21·70	21·45	22·35	22·10	29·70
28	34·10	32·60	34·10	25·20	24·95	24·00	22·25	21·60	21·45	22·45	21·85	30·35
29	33·95	...	32·50	25·25	24·95	24·20	22·20	21·50	21·35	22·60	21·70	32·45
30	33·75	...	31·20	25·20	25·00	24·20	22·20	21·60	21·35	22·70	21·60	33·95
31	33·60	...	30·25	...	25·10	...	22·25	21·75	...	22·75	...	34·70

SESSIONAL PAPER No. 19a

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1899.

TABLE No. 515

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	33·15	33·35	31·25	33·00	29·00	26·25	23·45	22·50	21·00	21·20	21·20	20·10
2	36·60	33·20	31·20	33·25	29·45	26·35	23·35	22·15	20·95	21·45	21·35	20·35
3	36·50	33·00	31·25	33·50	29·85	26·25	23·35	22·15	20·75	21·60	21·35	20·15
4	37·20	32·75	31·10	33·45	29·95	26·20	23·25	22·35	20·95	21·70	21·35	20·50
5	42·10	32·70	30·95	33·25	30·00	26·20	23·25	22·35	20·70	21·75	21·45	20·70
6	39·00	32·70	30·75	33·45	30·10	26·10	23·35	22·15	20·75	21·60	21·50	20·85
7	38·70	32·75	30·70	33·45	30·10	26·15	23·35	22·35	20·75	21·50	21·45	20·60
8	38·20	32·20	30·85	33·85	30·20	26·25	23·25	22·25	20·70	21·60	21·35	20·50
9	38·35	32·00	30·60	34·25	30·10	26·25	23·60	22·10	20·70	21·70	21·20	20·60
10	37·50	31·77	30·95	34·85	29·95	25·95	23·95	21·95	20·60	21·50	21·25	20·45
11	35·95	31·20	31·10	34·70	29·50	25·75	24·00	21·85	20·45	21·35	21·20	20·25
12	35·20	30·85	31·35	36·45	29·25	25·50	24·20	21·85	20·50	21·20	21·10	20·20
13	34·75	30·50	31·60	36·20	29·20	25·25	24·10	21·75	20·45	21·25	21·00	21·00
14	35·20	30·95	31·60	35·45	28·95	25·35	24·00	21·75	20·50	21·20	20·95	22·20
15	36·35	31·10	32·00	36·10	28·75	25·45	23·95	21·85	20·15	21·00	20·85	21·85
16	36·95	31·35	31·95	36·95	28·60	25·25	23·85	21·70	20·35	20·95	20·75	21·45
17	36·70	32·20	33·75	39·20	28·45	24·95	23·70	21·50	20·45	20·75	20·70	20·95
18	36·20	31·95	33·15	42·45	28·10	24·75	23·60	21·45	20·50	20·70	20·75	21·10
19	35·20	31·70	33·70	41·85	27·70	24·70	23·50	21·25	20·60	20·75	20·85	21·35
20	35·00	31·25	33·95	42·00	27·60	24·95	23·35	21·25	20·95	20·85	20·85	21·60
21	36·20	31·75	33·20	36·85	27·45	24·70	23·45	21·35	20·70	20·95	20·75	21·85
22	36·35	31·70	33·35	34·85	27·20	24·60	23·45	21·50	20·60	20·75	20·70	22·20
23	35·35	31·60	33·20	33·10	26·85	24·35	23·35	21·75	20·50	20·70	20·75	22·10
24	36·20	30·95	33·35	31·20	26·70	24·25	23·20	21·70	20·25	20·75	20·60	22·20
25	34·75	30·25	33·50	29·85	26·45	24·25	23·10	21·60	20·10	20·70	20·50	22·10
26	34·50	30·70	33·15	29·10	26·25	24·25	23·20	21·45	20·45	20·70	20·35	22·00
27	34·10	31·20	33·35	28·60	26·35	24·20	23·00	21·35	20·70	20·75	20·20	22·00
28	33·75	31·35	33·45	28·70	26·25	24·10	22·95	21·20	20·85	20·70	20·20	21·85
29	33·60	.....	33·50	28·70	26·20	24·00	22·15	21·10	21·00	20·60	20·20	21·95
30	33·45	.....	33·50	28·85	26·00	23·75	22·50	21·10	20·95	20·70	20·10	21·85
31	33·25	.....	32·85	..	26·20	.....	22·60	20·95	.....	20·85	.....	21·70

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1900.

TABLE No. 516.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	24·70	32·50	32·00	32·75	28·00	24·70	22·75	23·45	21·75	21·60	20·75	21·75
2	25·70	32·25	32·45	33·00	27·85	24·70	22·70	23·35	21·60	21·45	20·70	22·35
3	28·00	32·45	32·25	33·70	27·70	25·35	22·60	23·25	21·45	21·45	20·95	22·35
4	29·35	32·35	32·45	34·50	26·95	25·85	22·70	23·10	21·60	21·35	20·95	22·45
5	29·95	32·20	32·25	34·60	27·10	25·70	22·85	22·75	21·60	21·35	21·10	22·60
6	30·50	31·85	32·35	34·50	26·85	25·60	22·75	22·95	21·45	21·45	21·20	22·75
7	31·20	31·70	32·60	34·85	26·70	25·20	22·85	23·00	21·50	21·60	21·35	22·60
8	32·00	32·20	32·85	35·50	26·45	24·95	22·95	23·20	21·45	21·70	21·35	22·35
9	32·75	33·70	33·20	39·70	26·60	25·00	23·00	23·10	21·35	21·85	21·50	22·25
10	33·00	33·20	33·95	39·35	26·45	24·70	23·35	23·20	21·35	22·00	21·75	22·20
11	33·85	33·00	33·10	38·25	26·45	24·50	23·35	23·20	21·35	21·95	21·45	23·00
12	35·20	33·10	32·20	43·15	26·25	24·60	23·50	23·20	21·45	21·85	21·45	24·10
13	35·95	33·50	31·95	41·35	26·20	24·45	23·70	23·10	21·50	21·75	22·35	24·85
14	36·35	36·95	32·60	40·35	26·10	24·20	24·00	23·20	21·35	21·70	21·25	26·10
15	35·50	36·35	33·00	39·20	26·00	24·10	24·10	23·10	21·35	21·75	21·20	27·70
16	35·20	35·95	32·45	38·95	25·95	24·00	24·10	23·00	21·25	21·60	21·20	27·70
17	31·70	35·70	31·95	39·20	26·00	23·95	24·20	23·10	21·25	21·70	21·00	28·95
18	34·45	35·00	32·20	34·75	26·20	23·95	24·70	22·95	21·70	21·45	21·20	30·10
19	34·10	34·50	32·70	32·35	26·35	23·75	25·00	22·70	21·35	21·50	21·45	30·50
20	34·50	33·70	33·20	31·20	26·25	23·50	24·95	22·70	21·25	21·45	21·70	30·75
21	35·00	34·25	32·45	30·10	26·10	23·25	24·70	22·50	21·35	21·20	22·50	31·00
22	34·45	34·20	31·95	28·95	25·95	23·15	24·50	22·35	21·60	21·20	23·60	30·75
23	35·20	33·95	32·50	28·45	25·75	23·25	24·35	22·25	21·70	21·25	24·35	30·85
24	34·50	33·70	31·85	28·60	25·95	23·00	24·20	22·20	21·70	21·35	24·25	30·85
25	32·95	33·50	31·70	28·45	25·70	22·95	24·20	22·10	21·75	21·35	24·10	30·20
26	33·45	33·10	31·85	28·50	25·60	22·95	24·10	22·20	21·70	21·25	24·10	29·70
27	33·20	31·95	32·70	28·50	25·50	23·00	23·95	22·10	21·75	21·20	23·70	30·25
28	32·50	31·70	32·60	28·35	25·60	23·10	23·75	22·00	21·85	21·10	22·95	31·25
29	32·70	.....	32·15	28·20	25·10	23·00	23·70	21·95	21·70	21·20	22·70	31·70
30	32·95	.....	32·60	28·10	24·75	22·95	23·50	22·00	21·70	21·25	22·50	32·45
31	32·95	...	32·70	....	24·70	.....	23·50	22·00	....	21·20	.....	31·95

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1901.

TABLE No. 517.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov	Dec.
1	34·10	32·35	30·20	32·70	28·25	24·95	23·20	21·95	21·35	20·25	19·85	19·70
2	33·25	31·95	30·50	32·50	28·10	25·00	23·20	21·95	21·25	20·00	20·00	20·20
3	32·45	31·70	30·95	32·45	28·50	25·10	23·10	21·85	21·35	20·35	19·85	20·85
4	33·45	31·85	31·00	32·70	28·25	25·35	23·00	21·75	21·25	20·35	19·95	21·10
5	33·20	31·70	31·20	33·50	28·10	25·50	23·10	21·75	21·20	20·25	19·95	21·20
6	33·25	31·25	30·50	34·70	27·95	25·50	23·20	21·85	21·20	20·35	19·85	21·35
7	33·70	30·70	30·10	36·95	27·70	25·45	23·20	21·75	21·10	20·20	19·70	22·10
8	34·00	30·75	30·20	36·85	27·50	25·35	23·25	21·70	20·85	20·00	19·70	23·85
9	34·85	30·95	30·00	38·20	27·45	25·45	23·25	21·50	20·70	19·95	19·70	24·50
10	34·35	31·10	29·95	39·70	27·10	25·45	23·20	21·70	20·50	20·10	19·75	24·60
11	33·95	30·95	29·70	39·70	27·00	25·45	23·10	21·70	20·60	20·20	19·85	24·95
12	33·50	31·25	29·50	38·95	26·70	23·35	22·85	21·75	20·60	20·20	19·85	25·45
13	33·20	31·50	29·35	42·95	26·60	25·35	22·50	21·75	20·70	19·95	20·10	25·25
14	32·95	31·20	29·60	43·95	26·25	25·10	22·20	21·70	20·75	20·10	20·20	24·35
15	33·20	30·85	29·75	45·35	26·20	24·95	22·20	21·60	20·75	20·10	20·20	24·70
16	33·60	30·45	29·50	44·25	26·10	24·50	22·20	21·45	20·50	19·95	20·25	24·95
17	33·45	30·85	29·25	41·70	26·00	24·50	22·45	21·35	20·60	20·20	20·00	25·35
18	33·50	31·20	29·45	31·75	26·10	24·20	22·45	21·45	20·70	20·25	19·95	25·45
19	33·00	31·45	29·20	29·35	26·20	24·00	22·45	21·35	20·75	20·25	19·95	27·60
20	33·95	32·50	29·35	29·20	26·25	23·95	22·20	21·35	20·70	20·10	19·85	29·20
21	31·45	31·95	29·20	28·70	26·10	23·95	22·35	21·00	20·70	20·60	19·60	30·35
22	31·70	31·70	29·45	28·50	26·00	23·85	22·50	20·75	20·45	20·45	19·60	34·25
23	32·20	31·45	29·60	28·45	25·70	23·95	22·45	20·60	20·35	20·25	19·70	33·85
24	32·35	30·95	29·75	28·75	25·95	23·85	22·25	20·70	20·35	20·35	19·70	32·85
25	32·70	30·70	30·00	29·20	25·60	23·70	22·35	20·70	20·25	20·25	19·60	32·45
26	32·95	30·85	30·50	29·00	25·35	23·60	21·95	20·75	20·20	20·00	19·70	33·85
27	33·00	30·25	31·20	28·85	25·00	23·45	21·70	20·85	19·95	20·10	19·75	32·85
28	32·85	30·10	32·20	29·20	25·20	23·35	21·50	20·95	19·85	20·10	19·75	32·45
29	32·70	....	32·75	29·10	25·25	23·35	21·60	20·60	19·95	20·00	20·10	32·00
30	32·00	....	32·70	29·00	24·95	23·20	21·85	20·60	20·20	19·95	20·25	31·60
31	31·95	....	32·70	....	25·00	....	21·85	21·10	...	19·95	..	31·00

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1902.

TABLE No. 518.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	33·70	30·70	28·75	34·25	25·60	25·45	23·70	22·60	21·45	21·00	21·25	22·10
2	34·10	30·85	29·70	32·45	25·85	25·35	23·70	22·85	21·50	21·10	21·20	22·25
3	35·85	31·25	30·60	30·70	26·35	25·10	23·60	22·95	21·45	20·95	21·25	22·35
4	36·45	30·85	31·10	28·50	26·25	25·45	23·70	23·10	21·50	21·00	21·35	22·45
5	35·85	30·75	31·85	27·45	26·20	25·60	23·70	23·10	21·60	20·85	21·20	22·50
6	36·70	30·85	32·20	27·10	26·00	25·85	23·75	23·00	21·50	20·75	21·10	23·70
7	36·20	30·95	32·35	26·70	26·10	25·70	23·70	22·95	21·45	20·85	21·00	24·70
8	35·35	30·50	31·85	26·50	26·25	25·85	23·70	22·85	21·45	21·00	21·00	22·10
9	34·85	30·25	31·75	27·20	26·35	25·95	23·70	22·75	21·20	20·85	20·95	22·70
10	34·50	29·45	31·70	26·70	26·45	25·95	23·75	22·70	21·25	20·85	21·10	23·70
11	34·20	28·85	31·25	26·50	26·35	26·00	23·45	22·50	21·10	20·70	21·00	23·70
12	33·70	29·10	31·60	26·35	26·45	25·70	23·20	22·70	21·10	20·70	21·20	26·25
13	33·60	29·25	31·85	26·00	26·35	25·45	23·00	22·60	21·10	20·70	20·20	28·35
14	32·85	29·35	32·45	26·00	26·20	25·25	23·10	22·60	21·00	20·75	21·75	30·35
15	32·75	29·50	33·50	25·75	26·00	25·25	23·00	22·35	20·95	20·85	21·75	32·50
16	32·60	29·20	33·85	25·70	25·70	25·35	23·00	22·20	21·00	20·95	22·00	32·25
17	32·35	28·85	34·70	25·50	25·35	25·10	22·95	22·10	21·00	20·85	22·25	31·25
18	32·25	28·75	35·25	25·35	25·25	24·95	23·00	22·00	21·00	20·95	22·25	33·95
19	31·75	29·20	40·00	25·25	25·25	24·70	23·10	22·00	21·20	20·95	22·25	33·25
20	31·35	28·60	38·60	25·00	25·00	24·45	23·00	21·95	21·10	21·10	22·25	32·95
21	31·35	28·10	37·85	25·00	24·85	24·15	23·35	22·00	21·00	21·20	22·25	32·75
22	31·10	28·35	37·70	25·25	24·60	24·20	23·20	22·10	21·10	21·10	22·20	34·70
23	31·45	28·45	37·85	25·10	24·50	24·20	23·10	22·20	21·00	21·20	22·25	33·35
24	31·85	28·75	38·35	24·95	24·45	24·10	23·10	22·20	21·10	20·95	22·25	32·70
25	31·10	28·95	40·20	25·00	24·50	24·10	23·00	22·00	20·75	21·00	22·45	31·20
26	31·10	28·85	40·50	24·95	24·60	24·00	22·95	21·95	20·60	21·20	22·70	35·35
27	31·60	28·70	41·60	25·10	24·85	24·00	22·75	21·95	20·70	20·85	22·50	36·50
28	32·10	28·75	40·50	25·25	25·10	24·10	22·85	21·75	20·95	21·00	22·45	40·85
29	31·35	..	38·45	25·35	25·25	23·95	22·85	21·70	20·95	21·20	21·85	38·60
30	30·50	..	36·85	25·20	25·45	23·85	22·75	21·35	20·95	21·20	21·75	38·10
31	30·85	..	36·25	.....	25·50	.....	22·70	21·45	.....	21·25	.....	36·95

SESSIONAL PAPER No. 19a

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1903.

TABLE No. 519

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	36·95	28·70	30·45	27·70	22·70	21·95	22·25	21·10	20·00	19·45	19·35	17·85
2....	37·00	28·70	30·45	25·95	22·45	21·85	22·10	21·20	19·95	19·60	19·35	17·85
3....	36·85	31·70	30·50	25·20	22·35	21·75	22·50	21·35	19·95	19·45	19·25	17·95
4....	37·10	31·95	30·45	25·70	22·35	21·60	22·75	21·45	19·95	19·45	19·25	18·10
5....	36·00	31·25	31·10	25·45	22·85	21·50	22·75	20·50	19·85	19·35	19·35	18·10
6....	35·45	30·85	31·25	25·20	22·85	21·30	22·70	20·50	19·75	19·50	19·45	18·10
7....	35·00	30·70	31·50	24·95	22·95	21·25	22·50	20·50	19·85	19·35	19·35	18·25
8....	34·85	30·70	31·25	25·20	22·95	21·20	22·50	20·50	19·85	19·45	19·20	18·45
9....	34·10	30·95	34·70	25·25	22·95	21·20	22·20	20·50	19·70	19·75	19·10	18·60
10....	33·75	30·25	34·20	25·10	22·95	21·25	22·00	20·70	19·45	20·10	19·00	19·20
11....	33·50	30·50	34·20	25·00	22·95	21·25	22·00	20·70	19·60	20·15	19·00	19·00
12....	34·00	32·20	33·85	24·75	23·20	21·60	21·85	20·70	19·60	20·85	18·95	18·95
13....	33·25	31·35	34·25	24·70	23·00	21·50	21·75	20·70	19·45	20·70	18·85	18·95
14....	32·85	30·95	34·50	24·50	23·15	22·00	21·60	20·70	19·45	20·50	18·75	19·75
15....	33·70	30·20	34·45	24·50	23·25	22·00	21·50	20·75	19·50	20·20	18·75	21·35
16....	33·95	30·95	34·25	24·50	23·35	22·35	21·45	20·60	19·45	20·10	18·75	23·50
17....	34·25	31·45	34·35	24·45	23·10	22·20	21·25	20·60	19·35	19·75	18·70	26·20
18....	33·95	31·25	34·45	24·20	23·10	22·10	21·10	20·50	19·35	20·00	18·60	29·00
19....	32·25	29·25	34·35	24·10	23·10	21·70	20·95	20·45	19·45	20·25	18·45	30·45
20....	31·45	29·25	35·25	23·95	23·00	22·00	20·95	20·45	19·45	20·35	18·45	31·25
21....	31·70	29·50	38·20	23·95	22·95	21·95	20·95	20·45	19·50	20·50	18·45	33·95
22....	32·00	30·35	40·25	23·85	23·00	21·95	20·95	20·45	19·70	20·60	18·25	36·70
23....	32·25	29·70	40·25	23·60	22·85	22·00	21·00	20·45	19·60	20·50	18·00	34·75
24....	31·75	29·50	46·85	23·60	22·75	22·00	21·20	20·45	19·70	20·35	17·95	35·70
25....	31·00	30·45	15·35	22·85	22·50	22·20	21·10	20·45	19·75	20·25	17·85	36·60
26....	30·25	30·00	13·00	22·75	22·45	22·35	21·20	20·45	19·70	20·20	17·75	35·95
27....	31·50	29·70	37·35	22·75	22·45	22·50	21·20	20·45	19·70	20·00	17·85	34·85
28....	31·50	30·00	35·35	22·50	22·35	22·45	21·20	20·20	19·75	19·75	18·20	35·00
29....	32·70	....	32·85	22·50	22·20	22·45	21·00	19·95	19·75	19·50	18·50	34·70
30....	32·70	....	31·00	22·50	22·20	22·35	21·10	19·85	19·85	19·45	18·70	34·70
31....	32·00		29·10		21·95		21·10	19·75		19·35		35·20

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1904.

TABLE No. 520.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1....	34·50	31·60	29·45	33·85	25·85	26·10	23·35	21·35	20·75	23·25	23·25	19·50
2....	34·45	31·00	29·50	34·00	25·85	26·20	23·35	21·45	20·85	23·25	23·00	19·50
3....	34·25	30·35	30·60	34·75	26·20	26·45	23·25	21·45	21·00	23·25	22·95	19·35
4....	33·60	29·85	29·35	35·10	26·35	25·75	23·10	21·20	21·25	23·25	23·10	19·20
5....	33·10	29·10	28·70	35·15	27·35	26·75	22·85	21·00	21·45	23·20	23·10	19·00
6....	33·20	29·60	28·85	37·70	26·95	26·95	22·95	21·00	21·60	23·10	22·85	19·20
7....	33·70	29·60	30·45	37·70	27·20	26·95	22·85	20·85	21·70	23·00	22·75	19·25
8....	33·35	29·45	31·10	37·70	27·20	27·00	22·60	20·85	21·85	22·95	22·85	19·35
9....	33·75	29·60	31·00	39·85	27·20	27·00	22·50	20·85	22·10	23·00	22·85	20·00
10....	34·00	28·75	30·50	44·25	27·45	26·75	22·35	20·75	22·25	22·95	22·75	20·45
11....	33·20	28·45	30·35	43·25	27·35	26·75	22·35	20·70	22·35	23·45	22·50	21·25
12....	32·75	29·20	30·60	43·20	27·35	27·60	22·35	20·85	22·50	23·70	22·20	24·10
13....	32·45	29·85	30·35	42·85	27·35	27·45	22·45	20·75	22·50	23·20	22·20	26·60
14....	32·85	30·45	30·50	42·75	27·20	26·35	22·50	20·75	22·25	23·10	21·70	29·20
15....	32·70	30·50	30·20	41·35	27·00	26·20	22·50	20·85	22·35	23·10	22·20	30·35
16....	33·10	30·20	30·00	40·35	27·00	25·85	22·50	20·85	22·25	22·95	22·20	33·35
17....	32·25	29·45	30·85	40·00	27·00	25·45	22·50	20·85	22·10	22·85	21·95	34·95
18....	31·75	28·35	30·35	37·45	27·35	25·35	22·50	20·85	22·25	23·00	21·95	34·60
19....	32·70	29·25	30·70	36·85	27·35	24·70	22·45	20·70	22·25	23·00	21·60	35·20
20....	31·70	29·50	31·00	34·75	27·25	24·95	22·35	20·70	22·10	22·95	21·60	35·85
21....	31·00	30·50	30·35	34·00	27·20	24·70	22·25	20·75	22·00	23·10	21·60	35·20
22....	30·95	30·95	30·50	32·25	26·95	24·35	22·20	20·75	21·85	23·60	21·60	35·20
23....	30·70	30·20	30·85	30·45	26·85	24·20	22·00	20·95	21·75	23·70	21·60	34·75
24....	31·00	29·85	30·85	28·75	25·70	23·95	21·75	20·75	21·75	24·25	21·85	34·15
25....	31·00	29·85	31·45	26·70	25·70	24·00	21·70	20·75	22·45	23·70	21·85	34·00
26....	31·10	28·70	32·20	26·35	26·00	23·95	21·70	20·75	22·85	23·70	21·50	32·50
27....	30·45	29·10	32·85	25·70	25·95	23·95	21·60	20·75	23·10	24·25	21·45	31·95
28....	29·10	29·20	34·20	25·00	26·20	23·60	21·50	20·70	22·95	23·60	21·45	31·95
29....	29·20	29·25	34·25	24·95	26·00	23·50	21·50	20·70	22·70	23·45	21·25	31·95
30....	30·20	.....	34·00	25·10	26·10	23·45	21·50	20·60	22·95	23·50	21·25	31·25
31....	31·10	.....	33·85	.....	26·25	.....	21·35	20·60	.....	23·25	...	31·25

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1905.

TABLE No. 521.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	33·10	29·60	29·50	34·45	20·10	21·95	20·95	20·15	19·60	19·50	19·50	19·10
2	33·25	29·95	29·00	35·60	20·25	21·85	20·75	20·50	19·70	19·50	19·35	18·95
3	32·50	30·45	29·10	35·10	20·45	21·75	20·95	20·60	19·70	19·50	19·35	18·95
4	31·25	28·45	29·45	35·25	20·75	21·70	21·20	20·50	19·75	19·50	19·35	19·35
5	30·25	28·50	29·45	34·95	20·95	21·70	21·25	20·50	19·95	19·50	19·35	19·10
6	30·00	28·50	29·85	37·85	21·10	21·95	21·25	20·25	19·95	19·45	19·35	19·20
7	30·20	28·85	29·20	36·75	21·10	21·60	21·20	20·45	20·00	19·25	19·25	19·00
8	31·25	28·45	29·85	36·95	21·50	21·35	21·20	20·45	19·95	18·85	19·25	19·10
9	30·20	29·50	29·45	37·75	21·70	21·35	20·85	20·35	19·70	19·10	19·35	19·00
10	30·95	29·45	29·70	36·85	22·10	21·25	20·75	20·35	19·50	19·10	19·45	18·95
11	30·35	29·35	29·35	36·00	22·35	21·25	20·70	20·25	19·50	18·85	19·35	18·95
12	30·35	29·45	29·20	36·25	22·70	21·35	20·50	20·10	19·50	19·20	19·35	19·45
13	30·50	28·50	29·50	34·45	22·70	21·35	20·35	20·10	19·70	19·20	19·45	19·85
14	30·35	28·25	29·75	33·10	22·70	21·35	20·35	20·10	19·50	19·20	19·45	20·50
15	30·45	28·00	29·70	32·50	22·85	21·45	20·50	19·95	19·35	19·20	18·95	21·00
16	31·25	28·85	29·60	28·60	22·95	21·35	20·50	19·95	19·25	18·95	19·20	21·95
17	31·00	28·70	29·85	27·10	23·35	21·45	20·50	19·85	19·35	19·20	19·35	23·50
18	31·00	28·95	30·00	25·20	23·45	21·60	20·50	19·85	19·45	19·20	19·20	24·50
19	31·25	27·70	30·00	23·70	23·35	21·85	20·50	19·85	19·50	19·20	18·95	25·35
20	31·50	27·85	29·50	22·70	23·45	21·85	20·70	19·85	19·50	19·15	18·85	25·50
21	31·10	29·20	29·45	22·35	23·35	21·85	20·70	19·85	19·50	19·35	18·70	26·10
22	31·10	28·85	29·70	21·70	23·35	21·85	20·60	19·85	19·50	19·35	18·70	26·30
23	30·50	27·95	29·85	21·25	23·45	21·85	20·70	19·85	19·50	19·35	18·85	27·00
24	30·00	28·50	29·85	20·70	23·00	21·70	20·25	19·75	19·45	19·35	18·95	27·25
25	29·25	29·10	29·85	20·70	22·95	21·25	20·35	19·70	19·45	19·35	19·00	27·35
26	29·00	29·45	30·00	20·35	22·70	21·35	20·35	19·60	19·50	19·35	19·00	27·45
27	28·70	29·45	30·70	20·50	22·60	21·25	20·25	19·50	19·35	19·35	19·20	27·60
28	29·75	29·25	31·75	20·35	22·45	21·20	20·20	19·50	19·35	19·45	19·20	27·10
29	30·10	....	32·00	19·85	22·25	21·00	20·20	19·45	19·45	19·45	19·10	26·25
30	29·45	....	32·15	20·00	22·25	20·95	20·20	19·45	19·60	19·15	19·35	25·50
31	29·85	...	33·00	....	22·20	.....	20·35	19·60	.....	19·50	.....	24·70

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1906.

TABLE No. 522.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	24·70	35·35	31·35	31·35	21·95	22·35	21·70	19·35	18·35	17·75	18·20	18·20
2	24·00	35·20	31·50	31·45	21·95	22·35	21·50	19·35	18·10	17·70	18·10	18·10
3	23·45	33·95	31·50	31·45	22·00	22·35	21·50	19·25	18·35	17·85	18·20	18·35
4	24·10	34·60	31·15	31·60	22·00	22·25	21·50	19·35	18·50	17·85	18·10	18·50
5	25·20	35·10	31·35	31·35	22·00	22·10	21·50	19·35	18·45	17·85	18·00	18·75
6	25·85	34·50	31·50	31·60	22·10	22·45	21·50	19·35	18·25	17·85	17·85	20·20
7	27·00	31·35	31·35	37·85	22·25	22·45	21·45	19·35	18·35	17·95	17·75	20·70
8	27·50	33·95	31·45	30·50	22·45	22·15	21·45	19·35	18·35	17·85	17·75	22·60
9	28·25	33·35	31·25	29·25	22·45	23·25	21·45	19·35	18·20	17·10	17·70	25·70
10	30·25	33·10	31·10	28·95	22·70	23·45	20·85	19·20	18·35	18·00	17·70	28·50
11	30·70	33·35	30·20	29·00	22·95	23·75	20·85	19·00	18·20	18·10	17·70	31·50
12	32·00	33·70	29·70	24·85	22·95	23·45	20·75	18·95	18·00	17·75	18·75	32·00
13	33·25	33·95	30·35	24·45	23·10	23·20	20·75	18·85	17·95	17·70	18·20	32·95
14	32·95	34·20	30·45	23·35	23·50	22·75	20·60	19·25	18·00	17·60	18·00	32·10
15	33·45	33·85	30·45	22·75	23·50	22·75	20·20	18·70	18·00	17·75	18·00	32·10
16	36·60	32·70	30·45	22·85	23·50	22·70	20·10	18·75	17·85	19·10	18·35	35·35
17	36·25	32·50	30·45	23·60	23·50	22·50	20·00	18·75	17·70	18·00	18·20	35·00
18	35·50	33·10	30·45	23·60	23·15	22·50	19·95	18·60	17·85	17·85	18·00	33·60
19	35·20	33·35	30·35	23·50	23·35	22·35	19·95	18·60	17·95	17·75	17·95	33·00
20	35·50	33·20	30·35	23·15	23·25	22·35	19·85	18·60	17·95	18·10	18·20	32·95
21	35·85	33·20	30·35	23·15	23·15	22·20	19·85	18·60	17·95	18·20	18·35	32·60
22	36·10	33·10	30·35	23·15	23·50	22·20	19·75	18·85	17·95	18·20	18·10	32·10
23	35·20	33·10	30·35	21·95	23·35	22·45	19·70	18·85	17·95	18·20	18·25	31·20
24	34·60	33·10	30·35	21·95	23·35	22·50	19·70	19·10	18·00	18·20	18·35	31·25
25	34·50	32·70	30·35	22·10	23·35	22·50	19·70	19·00	17·85	17·95	18·20	31·25
26	35·10	32·70	30·35	22·10	23·25	22·35	19·70	18·45	17·70	17·95	18·20	31·35
27	35·00	32·00	29·35	22·10	23·20	22·20	19·60	18·45	17·75	18·00	18·75	30·85
28	34·60	31·85	29·75	22·10	23·10	22·10	19·60	18·45	17·75	18·00	18·45	31·70
29	32·75	....	30·95	21·95	22·95	22·10	19·35	18·35	17·70	18·35	18·45	31·25
30	31·70	...	31·20	21·95	22·75	21·95	19·35	18·20	17·75	18·25	18·25	31·70
31	36·70		31·35	.....	22·50	.....	19·20	18·20		.....	.....	31·60

SESSIONAL PAPER No. 19a

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1907.

TABLE No. 523.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	31·55	29·05	29·70	34·55	23·60	23·95	22·55	20·95	18·95	19·45	19·15	19·55
2	31·20	29·05	29·95	31·70	24·20	23·70	22·35	20·70	18·85	19·45	19·20	19·55
3	30·55	29·20	30·80	35·55	24·30	23·60	22·55	20·55	19·20	19·55	19·35	19·60
4	31·05	28·45	30·80	31·35	21·55	23·55	22·35	20·55	19·35	19·45	19·80	19·55
5	31·80	28·20	30·85	31·05	24·70	23·30	22·30	20·55	19·20	19·55	19·95	19·35
6	31·60	28·60	30·60	33·55	24·70	23·55	22·15	20·35	19·10	19·55	20·15	19·35
7	31·20	28·30	30·05	33·30	24·15	23·55	21·95	20·35	19·15	19·60	22·05	19·30
8	30·85	28·80	30·05	33·05	24·35	23·55	21·85	20·30	19·30	19·95	21·70	19·35
9	30·70	29·70	30·20	32·95	24·05	23·55	21·85	20·35	19·35	19·95	21·85	19·20
10	29·85	29·95	30·20	33·15	23·60	23·60	21·80	20·30	19·20	19·95	21·85	19·35
11	30·55	30·05	30·15	32·70	23·60	23·55	21·80	20·20	19·35	20·10	21·85	20·20
12	30·55	29·30	30·35	32·15	23·60	23·30	21·70	20·05	19·20	20·30	21·70	20·55
13	30·55	28·35	30·70	32·60	23·30	23·20	21·60	20·05	19·30	20·20	21·35	20·20
14	30·20	28·80	30·35	33·30	23·30	23·05	21·15	20·05	19·20	20·10	21·30	20·05
15	30·20	29·60	30·20	34·15	22·95	23·05	21·35	19·85	19·05	20·05	21·05	21·35
16	28·55	29·70	30·20	33·80	22·85	23·05	21·20	19·70	19·20	19·85	20·85	21·10
17	28·55	30·70	30·10	33·30	22·95	22·85	21·20	19·60	19·30	19·80	20·70	21·10
18	28·30	29·55	29·70	33·05	23·05	22·80	21·10	19·70	19·20	19·85	20·45	21·05
19	27·30	29·10	30·35	31·10	23·20	22·85	20·95	19·60	19·05	19·70	20·45	20·95
20	27·30	29·05	30·85	29·80	23·35	22·70	20·85	19·45	19·15	19·70	20·45	20·80
21	29·45	29·60	30·95	28·70	23·70	22·50	20·80	19·55	19·20	19·70	20·45	20·85
22	28·80	29·05	30·85	27·75	23·95	22·35	20·85	19·35	19·20	19·70	20·15	20·15
23	28·80	28·80	30·85	27·30	24·20	22·20	20·85	19·55	19·35	19·70	20·20	20·45
24	28·20	28·95	31·30	26·70	24·35	22·05	20·85	19·05	19·35	19·80	19·05	20·35
25	27·85	30·20	31·30	25·55	24·45	22·20	20·85	19·35	19·55	19·60	20·30	20·35
26	27·70	29·15	31·30	24·95	24·35	22·45	20·85	19·55	19·55	19·60	20·05	20·35
27	27·95	30·30	31·85	24·20	24·30	22·55	21·05	19·45	19·55	19·35	19·05	20·35
28	27·85	29·80	32·20	23·35	24·20	22·45	20·85	19·35	19·55	19·70	19·20	20·35
29	28·55	....	32·80	22·80	24·35	22·15	21·05	19·30	19·45	19·80	19·60	20·80
30	29·10	....	34·60	23·05	24·35	22·70	20·95	19·20	19·30	19·60	19·70	21·20
31	29·10	....	34·20	....	24·30	.....	20·95	19·15	.....	19·60	.....	21·35

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1908.

TABLE No. 524.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	21·30	31·70	32·10	34·30	26·20	28·05	23·05	20·95	19·70	18·80	17·85	17·70
2	21·45	32·05	32·70	34·45	26·60	27·85	22·85	20·85	19·60	18·95	17·70	17·85
3	21·45	31·35	32·60	34·30	27·60	27·60	22·60	20·70	19·70	18·85	17·80	17·70
4	21·30	32·10	32·55	33·80	27·70	27·55	22·45	20·60	20·55	18·70	17·95	17·45
5	21·70	31·95	31·70	33·70	27·85	27·15	22·20	20·55	19·55	18·55	17·85	17·80
6	22·05	31·95	32·35	34·30	27·95	27·20	22·20	20·55	19·45	18·45	17·80	17·70
7	22·45	31·95	32·55	41·30	27·80	26·95	22·20	20·55	19·15	18·55	17·70	18·05
8	23·05	31·60	32·20	40·20	28·05	26·70	22·05	20·70	19·55	18·55	17·95	18·30
9	23·10	30·70	31·85	41·55	28·35	26·30	21·95	20·45	19·35	18·55	18·20	18·55
10	22·80	30·80	32·85	41·20	28·80	26·10	21·95	20·15	19·25	18·55	18·30	20·20
11	23·85	31·85	32·70	40·60	28·85	26·05	21·85	20·60	19·35	18·55	18·20	21·10
12	26·20	32·55	33·35	40·55	29·05	25·80	21·70	20·60	19·35	18·60	17·95	21·95
13	27·80	32·05	32·85	41·05	29·20	25·15	21·85	20·55	19·55	18·55	17·85	22·20
14	29·30	32·85	33·45	40·35	29·35	25·35	21·70	20·60	19·55	18·35	17·85	22·20
15	30·35	32·85	33·35	39·20	29·30	25·10	21·85	20·55	19·15	18·35	17·70	23·95
16	32·55	32·55	31·85	39·20	29·20	25·10	21·85	21·60	19·30	18·30	17·70	23·70
17	32·55	32·10	31·35	36·95	29·10	24·95	21·95	20·55	19·20	18·30	17·70	23·15
18	31·80	32·10	31·15	36·05	29·10	24·70	21·95	20·55	19·05	18·10	17·85	23·20
19	35·95	31·95	31·70	38·20	29·10	24·55	21·95	20·55	19·05	18·20	17·70	22·95
20	34·05	31·95	31·70	36·35	29·05	24·30	21·70	20·15	18·85	17·95	17·70	21·20
21	34·80	31·70	31·55	30·80	29·10	24·30	21·70	20·30	18·80	17·80	17·55	24·10
22	36·80	32·05	31·60	29·70	28·95	24·20	21·95	19·95	18·80	17·70	17·55	25·70
23	35·20	31·80	31·80	28·60	28·70	23·95	21·80	20·05	18·80	17·70	17·55	27·70
24	33·55	32·05	31·85	27·70	28·55	23·80	21·80	20·05	18·85	17·85	17·60	27·80
25	33·35	32·10	31·30	26·05	28·35	23·70	21·70	20·05	18·85	18·05	17·80	30·85
26	32·85	32·30	32·30	25·20	28·10	23·70	21·70	20·05	18·80	18·05	17·60	30·60
27	33·55	32·55	32·55	25·05	27·95	23·15	21·45	19·95	18·70	18·10	17·60	30·30
28	32·35	33·85	33·10	25·05	28·05	23·30	21·20	19·85	18·70	18·20	18·55	30·85
29	32·55	32·80	33·60	25·30	27·85	23·20	21·10	19·80	18·95	18·20	17·80	32·70
30	31·80	.	31·30	25·60	27·85	23·20	21·10	19·80	18·85	18·20	17·80	33·60
31	31·80	.	34·45	.....	27·85	....	21·10	19·70	.....	18·10	.	33·70

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1909.

TABLE No. 525.

Day of the Month.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	33·50	28·45	28·75	30·50	24·20	28·00	22·00	21·35	19·85	20·00	18·70	18·85
2	33·70	28·45	28·70	30·70	24·75	28·00	22·00	21·35	19·85	20·10	18·70	19·00
3	35·20	27·85	28·70	32·50	25·25	27·70	22·00	21·50	19·85	20·10	18·60	18·95
4	35·85	27·70	28·45	32·35	25·60	27·35	22·00	21·50	19·85	20·10	18·60	18·50
5	34·60	29·10	28·35	32·35	25·60	27·10	21·95	21·50	19·85	20·10	18·50	18·20
6	33·20	30·00	27·70	34·85	25·50	26·70	21·85	21·35	19·85	19·60	18·45	18·20
7	30·00	29·95	27·70	39·45	25·35	26·70	21·85	21·25	19·75	19·50	18·10	18·20
8	30·75	29·95	28·70	40·70	25·20	26·25	21·75	21·20	19·60	19·35	18·00	18·20
9	30·60	30·10	29·20	40·40	25·10	25·85	21·70	21·20	19·45	19·35	18·25	18·20
10	29·70	28·50	28·70	40·40	25·25	25·50	21·45	21·00	19·45	19·20	18·10	18·45
11	31·85	28·25	28·70	40·15	26·00	25·10	21·10	20·85	19·50	19·10	18·00	18·45
12	31·50	28·45	29·00	39·35	25·85	24·85	21·10	20·50	19·50	19·10	18·10	18·25
13	31·35	29·70	28·20	37·95	27·35	24·50	21·00	20·35	19·50	19·00	18·35	18·25
14	30·20	29·00	28·70	35·85	27·50	24·50	21·00	20·10	19·50	19·10	18·25	18·85
15	30·00	28·70	28·70	33·35	27·70	24·25	20·95	20·10	19·50	19·10	18·10	18·85
16	29·35	27·95	28·70	34·00	27·70	24·10	20·95	20·35	19·50	19·20	18·20	19·00
17	29·45	27·75	28·85	28·45	27·85	23·85	20·95	20·50	19·45	19·00	17·95	18·85
18	29·35	27·70	29·25	26·85	28·45	23·75	20·85	20·50	19·35	18·85	18·15	18·70
19	28·35	28·20	28·85	26·20	28·70	23·45	20·95	20·50	19·35	18·85	18·35	18·50
20	28·10	28·95	28·70	26·20	28·75	23·10	20·85	20·50	19·35	18·75	18·20	18·70
21	29·85	28·35	29·25	25·00	28·75	23·25	20·85	20·50	19·35	18·70	18·35	19·00
22	31·50	28·10	28·50	25·35	28·70	23·35	20·70	20·20	19·35	18·60	18·35	19·45
23	31·00	28·85	28·70	25·45	28·60	23·25	20·70	19·95	19·35	18·70	18·70	19·75
24	28·75	29·35	28·70	25·45	28·60	23·20	20·70	19·95	19·35	18·75	19·10	19·95
25	29·50	29·35	28·70	25·10	28·70	23·00	20·70	19·85	19·35	18·60	19·75	20·25
26	30·70	29·35	29·35	25·10	28·45	22·85	20·70	19·85	19·35	18·50	18·95	20·70
27	29·85	29·35	29·35	24·70	28·25	22·50	20·70	19·85	19·20	18·60	18·85	25·60
28	30·50	29·35	29·50	24·50	28·20	22·50	20·70	19·85	19·35	18·70	18·75	21·95
29	29·50	.....	29·70	24·50	28·25	22·45	20·70	19·75	19·35	18·85	18·85	23·20
30	29·00	.....	30·00	24·60	28·25	22·20	20·70	19·75	19·35	18·85	19·00	24·20
31	28·85	.....	30·35	.....	28·25	.....	21·20	19·75	.....	18·70	.....	25·50

ELEVATIONS of River St. Lawrence, at foot of Lachine Canal, Montreal, Que., during 1910.

TABLE No. 526.

Day of the Month.	Jan.	Feb.	Mar.	April	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	28·00	31·00	29·60	27·85	.....	.....	.....	.....	.....	.....	.....	.....
2	29·60	31·00	29·75	25·70	.....	.....	.....	.....	.....	.....	.....	.....
3	30·20	31·10	30·00	25·00	.....	.....	.....	.....	.....	.....	.....	.....
4	32·20	30·70	30·35	24·70	.....	.....	.....	.....	.....	.....	.....	.....
5	31·85	30·70	30·85	24·45	.....	.....	.....	.....	.....	.....	.....	.....
6	31·35	31·10	31·25	24·35	.....	.....	.....	.....	.....	.....	.....	.....
7	31·60	29·35	31·95	24·35	.....	.....	.....	.....	.....	.....	.....	.....
8	35·00	29·45	32·95	24·85	.....	.....	.....	.....	.....	.....	.....	.....
9	35·20	30·50	33·10	24·95	.....	.....	.....	.....	.....	.....	.....	.....
10	35·50	31·10	32·70	25·20	.....	.....	.....	.....	.....	.....	.....	.....
11	34·70	29·85	32·45	25·25	.....	.....	.....	.....	.....	.....	.....	.....
12	34·45	29·35	32·00	25·35	.....	.....	.....	.....	.....	.....	.....	.....
13	34·85	29·25	31·70	25·20	.....	.....	.....	.....	.....	.....	.....	.....
14	34·35	29·20	31·50	25·00	.....	.....	.....	.....	.....	.....	.....	.....
15	33·70	30·10	31·20	24·95	.....	.....	.....	.....	.....	.....	.....	.....
16	32·70	29·85	31·00	24·75	.....	.....	.....	.....	.....	.....	.....	.....
17	32·70	28·85	30·10	24·20	.....	.....	.....	.....	.....	.....	.....	.....
18	32·95	28·45	30·20	24·00	.....	.....	.....	.....	.....	.....	.....	.....
19	34·25	28·20	30·20	24·00	.....	.....	.....	.....	.....	.....	.....	.....
20	33·20	28·00	30·45	24·25	.....	.....	.....	.....	.....	.....	.....	.....
21	32·60	28·10	30·35	24·35	.....	.....	.....	.....	.....	.....	.....	.....
22	32·85	28·10	30·95	24·50	.....	.....	.....	.....	.....	.....	.....	.....
23	32·45	28·10	31·20	24·70	.....	.....	.....	.....	.....	.....	.....	.....
24	32·35	27·45	33·20	24·85	.....	.....	.....	.....	.....	.....	.....	.....
25	32·50	27·45	32·70	24·85	.....	.....	.....	.....	.....	.....	.....	.....
26	31·70	28·20	39·70	24·95	.....	.....	.....	.....	.....	.....	.....	.....
27	31·85	27·85	39·00	25·00	.....	.....	.....	.....	.....	.....	.....	.....
28	32·00	28·85	28·10	25·35	.....	.....	.....	.....	.....	.....	.....	.....
29	31·45	.....	35·70	25·35	.....	.....	.....	.....	.....	.....	.....	.....
30	31·35	.....	32·70	25·00	.....	.....	.....	.....	.....	.....	.....	.....
31	30·75	.....	29·20	.....	.....	.....	.....	.....	.....	.....	.....	.....

University of Toronto
Library

DO NOT
REMOVE
THE
CARD
FROM
THIS
POCKET

Acme Library Card Pocket
Under Pat. "Ref. Index File"
Made by LIBRARY BUREAU